

# TRANS 75 Pedestrian and Bicycle Accommodations

PREPARED FOR: Chris Squires, WisDOT  
PREPARED BY: CH2M HILL Design Team  
DATE: September 23, 2015  
PROJECT: 1060-27-02  
I-94 East-West/Stadium Interchange  
I-94; 70th Street - 16th Street; Milwaukee County

## 1. Introduction

The Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA) are conducting the **I-94 East-West/Stadium Interchange Corridor Study** to reconstruct Interstate 94 (I-94) between 70th Street and 16th Street in Milwaukee, Wisconsin. The scope of the proposed action is to rebuild the freeway and bridges, modify interchange access to improve safety and traffic flow, and reconstruct local streets affected by the freeway reconstruction.

The proposed action would accomplish the following:

- Maintain a key link in the local, state, and national transportation network
- Address the obsolete design of the I-94 East-West Corridor to improve safety and decrease crashes
- Replace deteriorating pavement
- Expand from 6 to 8 thru lanes to accommodate existing and future traffic volumes at an acceptable level of service

The study-area termini are 70th Street on the west and 16th Street on the east. The service interchanges along I-94 at 68th/70th Streets, Hawley Road, Mitchell Boulevard, 35th Street, and 25th/26th/28th Street are included in the study, as is the Stadium Interchange, a system interchange. The Bluemound road/Wisconsin Avenue/Wells Street service interchange with STH 175 is also included as part of this study.

Wisconsin Statute 84.01(35), the state's Complete Streets legislation, is interpreted in administrative rule TRANS 75 and Facilities Development Manual Chapter 11. It requires the inclusion of bicycle and pedestrian facilities within the right of way on roadway reconstruction projects receiving state or federal funds. Furthermore, it requires the completion of check sheets for each roadway segment to be reconstructed, documenting the facilities that will serve cyclists and pedestrians.

This memorandum summarizes those check sheets. This document includes a summary of existing and proposed bicycle and pedestrian facilities, the TRANS 75 check sheets, and existing and proposed typical sections and plan view displays for non-freeway roadway segments to be reconstructed.

## 2. Design Segments

For purposes of this document the project has been broken into 29 design segments. They are as follows:

- Mainline I-94 from 70th Street to 16th Street

- STH 341/Miller Parkway from W National Ave to I-94
- STH 175 from I-94 to Wisconsin Ave
- 70<sup>th</sup> Street
- 68<sup>th</sup> Street
- W. O'Connor Street
- W. Kearney Street
- 69<sup>th</sup> Street
- 64<sup>th</sup> Street
- Hawley Road
- S. Dana Court
- Zablocki Drive
- N. General Mitchell Boulevard
- Yount Drive
- N. 46<sup>th</sup> Street
- 44<sup>th</sup> Street
- W. Bluemound Road
- North Frontage Road
- Selig Drive
- 35<sup>th</sup> Street
- W. Park Hill Avenue
- 32<sup>nd</sup> Street
- 27<sup>th</sup> Street
- N. 26<sup>th</sup> Street
- N. 25<sup>th</sup> Street
- W. St. Paul Avenue
- W. National Ave
- Miller Parkway (South of National Avenue)
- W. Washington Street

### **3. Summary of Bicycle, Pedestrian and Equestrian Facilities**

#### **Mainline I-94, 70<sup>th</sup> Street to 16<sup>th</sup> Street**

Pedestrian and Bicycle Accommodations – The existing 6-lane facility and proposed 8 to 10-lane facility are designated as a freeway, and will be signed to prohibit bicycles and pedestrians.

#### **STH 341/Miller Parkway, W National Ave to I-94**

Pedestrian and Bicycle Accommodations – The existing 6-lane facility and proposed 4 to 8-lane facility are designated as an expressway, and will be signed to prohibit bicycles and pedestrians.

#### **STH 175, I-94 to Wisconsin Ave**

Pedestrian and Bicycle Accommodations – The existing 6-lane facility and proposed 4 to 8-lane facility are designated as an expressway, and will be signed to prohibit bicycles and pedestrians.

## 70<sup>th</sup> Street

Pedestrian Accommodations – Both the east and west side of the existing facility have a 5-foot sidewalk with a 6-foot terrace from Adler Street to Kearney Street, followed by a 5-foot sidewalk with a 7-foot terrace from Kearney Street to 190 ft. north of O'Connor Street, with the exception of the stretch under the bridge which has a 12-foot sidewalk with no terrace.

The west side of the proposed facility has a 5-foot sidewalk with a 5-foot terrace from Adler Street to the northern terminus, with the exception of the stretch under the bridge which has a 15-foot sidewalk with no terrace. The east side of the proposed facility has a 5-foot sidewalk with an 8-foot terrace from Adler Street to the beginning of the right turn lane, and from Kearney Street to O'Connor Street. There is a 5-foot sidewalk with a 5-foot terrace from the beginning of the right turn lane up to Kearney Street, and on the stretch north of O'Connor Street. The segment under the bridge has a 15-foot sidewalk with no terrace.

Bicycle Accommodations – The existing 3 to 5-lane facility has no bicycle accommodations.

The proposed 4 to 6-lane facility has 11-foot driving lanes with edgeline, a 4 foot urban paved shoulder and 2-foot gutters in each direction with 5-foot on-road accommodations between the through and the turn lanes.

## 68<sup>th</sup> Street

Pedestrian Accommodations – Both the east and west side of the existing facility have a 6-foot sidewalk with a 5 to 10-foot terrace from 190 ft. south of Dixon Street to Fairview Avenue. The segment under the bridge has a 10-foot sidewalk with no terrace.

The west side of the proposed facility has a 5-foot sidewalk with a 5 to 6.5-foot terrace from 190 ft. south of Dixon Street to Fairview Avenue, with the exception of the stretch under the bridge which has a 12-foot sidewalk with no terrace. The east side of the proposed facility has a 7 to 12-foot sidewalk with no terrace throughout the construction limits.

Bicycle Accommodations – The existing 2 to 4-lane facility has no bicycle accommodations.

68<sup>th</sup> Street is designated for proposed future bike lanes on both the City of Milwaukee 2010 Bicycle Master Plan and the City of Wauwatosa Bicycle and Pedestrian Facilities Plan.

The proposed 3 to 4-lane facility has 11 to 12-foot outside driving lanes with edgeline, a 4 foot urban paved shoulder and 2-foot gutters in each direction from 190 ft. south of Dixon Street to Fairview Avenue with 5-foot on-road accommodations between the through and the turn lanes.

## W. O'Connor Street

Pedestrian Accommodations – The north side of the existing facility has a 5-foot sidewalk with a variable width terrace from 70<sup>th</sup> Street to 68<sup>th</sup> Street. There are no pedestrian accommodations provided on the south side of O'Connor Street.

The north side of the proposed facility has a 5-foot sidewalk with a 5-foot terrace from 70<sup>th</sup> Street to 68<sup>th</sup> Street. There is no sidewalk proposed on the south side of O'Connor Street because O'Connor Street is immediately adjacent to the freeway westbound lanes of I-94 between the 68<sup>th</sup> Street westbound exit and 70<sup>th</sup> Street entrance ramps.

Bicycle Accommodations – The existing 3-lane facility has no bicycle accommodations.

The proposed 3 to 4-lane facility has a 12-foot outside driving lane with edgeline, a 4 foot urban paved shoulder and a 2-foot gutter on the north side with 5-foot on-road accommodations between the through and the turn lanes.

#### W. Kearney Street

Pedestrian Accommodations – The south side of the existing facility has a 5-foot sidewalk with a variable width terrace from 70<sup>th</sup> Street to 68<sup>th</sup> Street. There are no pedestrian accommodations provided on the north side of Kearney Street.

The south side of the proposed facility has a 5-foot sidewalk with a 5-foot terrace from 70<sup>th</sup> Street to 68<sup>th</sup> Street. There is no sidewalk proposed on the north side of Kearney Street because Kearney Street is immediately adjacent to the freeway eastbound lanes of I-94 between the 70<sup>th</sup> Street eastbound exit and 68<sup>th</sup> Street entrance ramps.

Bicycle Accommodations – The existing 3-lane facility has no bicycle accommodations.

The proposed 3 to 4-lane facility has a 11-foot outside driving lane with edgeline, a 3 foot urban paved shoulder and a 2-foot gutter on the south side. There are no on-road accommodations provided between the through and the turn lanes because the through movement is restricted for bicycles as it becomes the entrance ramp to eastbound I-94.

#### 69<sup>th</sup> Street

Pedestrian Accommodations – The existing facility has a 6-foot sidewalk with a variable width terrace on the west side and a 5-foot sidewalk with a variable width terrace on the east side from Adler Street to Stevenson Street.

The proposed facility eliminates the intersection at O'Connor Street and provides a cul-de-sac at approximately 150 ft. south of Stevenson Street. The east and west side of the proposed facility have a 5-foot sidewalk with a 6 to 8.5-foot terrace.

Bicycle Accommodations – The existing 2-lane facility has no bicycle accommodations.

The proposed 2-lane facility does not provide bicycle accommodations with 13-foot driving lanes and a 2-foot gutters in each direction. There is an Absence of Need (Exception 4) based on the extension of the works proposed in this area and the low vehicle count expected (less than 1500 vph). An Absence of Need worksheet is included.

#### 64<sup>th</sup> Street

Pedestrian Accommodations – Both the east and west side of the existing facility have a 5-foot sidewalk with a terrace of variable width from 150 ft. north of Dixon Street to 190 ft. south of Fairview Avenue. The segment under the bridge has a 10-foot sidewalk with no terrace.

The west and east side of the proposed facility have a 5-foot sidewalk with a 5 to 7-foot terrace throughout the construction limits, with the exception of the stretch under the bridge which has an 8-foot sidewalk with no terrace.

Bicycle Accommodations – The existing 2-lane facility has no bicycle accommodations.



The proposed 2-lane facility has 11-foot outside driving lanes with edgeline, a 4 foot urban paved shoulder and 2-foot gutters in each direction. There is a transition to 13-foot lanes to match existing on each end.

#### Hawley Road

Pedestrian Accommodations – The west side of the existing facility has a 4 to 5-foot sidewalk with a 3-foot terrace from Adler Street to Park Hill Avenue. There are no pedestrian accommodations on the east side of the existing facility.

The west and east side of the proposed facility have a 5-foot sidewalk with a 5-foot terrace from Adler Street to Dana Court, and a 6-foot sidewalk with no terrace from Dana Court to Park Hill Avenue on the west side and no sidewalk on the east side adjacent to the cemetery. A 5-foot by 8-foot bus stop pad will be located on the east side across from West Park Hill Avenue. The segment under the bridge has an 8-foot sidewalk with no terrace.

Bicycle Accommodations – The existing 4-lane facility has no bicycle accommodations.

The proposed 4 to 5-lane facility has 11-foot driving lanes with edgeline, a 3 foot urban paved shoulder and 2-foot gutters in each direction with 5-foot on-road accommodations between the through and the turn lanes.

#### S. Dana Court

Pedestrian Accommodations – The west side of the existing facility has a 4 to 5-foot sidewalk with a 10 to 30-foot terrace throughout the project limits. There are no pedestrian accommodations on the east side of the existing facility.

The proposed facility will have a 6-foot sidewalk on the west side of Dana Court. No pedestrian accommodations will be provided on the east side of the proposed facility but will be graded to accommodate a future sidewalk.

Bicycle Accommodations – The existing 2-lane facility has no bicycle accommodations.

The proposed 2-lane facility has 11-foot outside driving lanes with edgeline, a 4 foot urban paved shoulder.

#### Zablocki Drive

Pedestrian Accommodations – The east side of the existing facility has a 6-foot sidewalk with no terrace throughout the project limits. There are no pedestrian accommodations on the west side of the existing facility.

The east side of the proposed facility has a 6-foot sidewalk with no terrace. No pedestrian accommodations will be provided on the west side of the proposed facility because there is a Constrained Environment (Exception 3). This road is adjacent to the Wood National Cemetery and located within the National Home for Disabled Volunteer Soldiers Historic District and National Historic Landmark which is part of the National Registry of Historic Places. A Constrained Environment worksheet is included.

Bicycle Accommodations – The existing 2-lane facility has no bicycle accommodations.

The proposed 2-lane facility does not provide bicycle accommodations because there is a Constrained Environment around Zablocki Drive. This road is adjacent to the Wood National Cemetery and located within the National Home for Disabled Volunteer Soldiers Historic District and National Historic Landmark which is part of the National Registry of Historic Places. A Constrained Environment worksheet is included.

#### N. General Mitchell Boulevard

Pedestrian Accommodations – The existing facility has a 5-foot sidewalk on the west side and a 5 to 8-foot sidewalk on the east side with a terrace of variable width throughout the project limits.

The west side of the proposed facility has a 6-foot sidewalk with no terrace south of I-94, a 10-foot sidewalk with no terrace under the bridge and a 5-foot sidewalk with a 5-foot terrace north of I-94. The east side of the proposed facility has a 6-foot sidewalk with no terrace south of I-94 and a 12-foot sidewalk with no terrace under I-94 and through the northern terminus.

Bicycle Accommodations – The existing 2 to 4-lane facility has wide curb lanes with 2-foot gutters.

The proposed 2 to 3-lane facility has 11-foot driving lanes with edgeline, a 3 foot urban paved shoulder and 2-foot gutters in each direction. There is a transition to 13-foot lanes to match existing on north end.

#### Yount Drive

Pedestrian Accommodations – The east side of the existing facility has a 12 to 20-foot sidewalk with no terrace from 100 ft. south of Selig Drive to approximately 400 ft. north of I-94. The west side of the existing facility does not provide pedestrian accommodations.

The east side of the proposed facility has a 20-foot sidewalk with no terrace from the southern construction limit 100 ft. south of Selig Drive to the stadium parking lot driveway north of I-94, and there are no pedestrian accommodations on the east side from the parking lot driveway to the northern terminus. The west side of the proposed facility does not provide pedestrian accommodations with the exception of the northern most 125 ft. within the construction limits. The proposed design matches the existing conditions and follows the Miller Park management plan for pedestrian ingress and egress to and from events.

Bicycle Accommodations – The existing 2-lane facility has no bicycle accommodations.

The proposed 2-lane facility has 11-foot outside driving lanes with edgeline, a 4 foot urban paved shoulder and 2-foot gutters in each direction. There is a transition to 13-foot lanes to match existing on the south end.

#### N. 46<sup>th</sup> Street

Pedestrian Accommodations – This segment of 46<sup>th</sup> Street is new construction.

The proposed facility does not provide pedestrian accommodations. This allows free flow ramps before and after an event. The stadium district would like to concentrate pedestrians to locations that are police controlled crossings and avoid crossing the ramp traffic. The proposed design matches the existing conditions and follows the Miller Park management plan for pedestrian ingress and egress to and from events.

Bicycle Accommodations – This segment of 46<sup>th</sup> Street is new construction.

The proposed 3 to 4-lane facility has 11-foot outside driving lanes with edgeline, a 3 to 4 foot urban paved shoulder and 2-foot gutters in each direction.

#### 44<sup>th</sup> Street

Pedestrian Accommodations – The east side of the existing facility has a 10-foot sidewalk with a variable width terrace from Selig Drive to the stadium parking lot driveway. The west side of the existing facility has a 6-foot sidewalk with no terrace throughout the construction limits.

The east side of the proposed facility has a 10-foot sidewalk with a 7-foot terrace. There are no pedestrian accommodations provided on the west side of the proposed facility. Pedestrians are to cross 44<sup>th</sup> from the parking lot north of the service ramps allowing free flow ramps before and after the events. Special consideration will be given to this crosswalk as the design progresses to make sure motorists are given multiple indications there is a crosswalk at this location. The stadium district would like to concentrate pedestrians to locations that are police controlled crossings and avoid crossing the ramp traffic.

Bicycle Accommodations – The existing 2-lane facility has no bicycle accommodations.

The proposed 2 to 4-lane facility has 12-foot outside driving lanes with edgeline, a 4 foot urban paved shoulder and 2-foot gutters in each direction.

#### W. Bluemound Road

Pedestrian Accommodations – The south side of the existing facility has a 6-foot sidewalk with a 10-foot terrace throughout the construction limits with exception of the stretch over the bridge where there is no terrace. The north side of the existing facility does not provide pedestrian accommodations.

Both the north and south side of the proposed facility have a 5-foot sidewalk with a 7-foot terrace with the exception of the segment over the bridge which has 6-foot sidewalks with no terrace.

Bicycle Accommodations – The existing 4-lane facility has no bicycle accommodations.

This section of Bluemound Road is designated a bike route on the City of Milwaukee 2010 Bicycle Master Plan.

The proposed 4-lane facility has 11-foot outside driving lanes with edgeline, a 4 foot urban paved shoulder and 2-foot gutters in each direction.

#### North Frontage Road

Pedestrian Accommodations – The North Frontage Road is new construction.

The north side of the proposed facility has a 12-foot sidewalk with no terrace east of Yount Drive. The proposed sidewalk matches an existing 9 to 14-foot sidewalk with a 10 to 20-foot terrace west of Yount Drive. There are no pedestrian accommodations on the south side of the Frontage Road because this road is immediately adjacent to the freeway barrier for the westbound lanes of I-94.

Bicycle Accommodations – The North Frontage Road is new construction.

The proposed 3-lane facility has 14-foot outside driving lanes with no gutters in each direction. The proposed facility does not provide bicycle accommodations because there is a Constrained

Environment (Exception 3) based on the fact that this road is immediately adjacent to the freeway westbound lanes of I-94 on the south side and in close proximity to Story Parkway on the north side. A Constrained Environment worksheet is included.

### Selig Drive

Pedestrian Accommodations – The existing facility does not provide pedestrian accommodations.

The proposed facility does not provide pedestrian accommodations. The stadium district would like to concentrate pedestrians to locations that are police controlled crossings. The proposed design matches the existing conditions and follows the Miller Park management plan for pedestrian ingress and egress to and from events.

Bicycle Accommodations – The existing 4-lane facility has no bicycle accommodations.

The proposed 4-lane facility has 11-foot outside driving lanes with edgeline, a 3 foot urban paved shoulder and 2-foot gutters in each direction.

### 35<sup>th</sup> Street

Pedestrian Accommodations – Both the west and east side of the existing facility have a 7-foot sidewalk with no terrace throughout the construction limits.

Both sides of the proposed facility have a 7-foot sidewalk with no terrace.

Bicycle Accommodations – The existing 4-lane facility has a 6-foot dedicated bike lane on each direction for the stretch of road south of I-94 and no bicycle accommodations north of I-94.

The proposed 4 to 6-lane facility has 11-foot outside driving lanes with edgeline, a 4 foot urban paved shoulder and a 2-foot gutter in each direction.

### Park Hill Avenue

#### West of 35<sup>th</sup> Street

Pedestrian Accommodations – The north side of the existing facility has a 4 to 5-foot sidewalk with a 13-foot terrace from 36<sup>th</sup> Street to 35<sup>th</sup> Street. There are no pedestrian accommodations on the south side of the existing facility.

The north side of the proposed facility has a 5-foot sidewalk with a 13-foot terrace. There are no pedestrian accommodations provided on the south side of the proposed facility because Park Hill Avenue is immediately adjacent to the freeway barrier for the I-94 westbound entrance ramp from 35<sup>th</sup> Street. On the east side of the cul-de-sac is a minimum 3' terrace to the 35<sup>th</sup> Street sidewalk.

Bicycle Accommodations – The existing 3-lane facility has no bicycle accommodations.

The proposed 2-lane facility has 13 to 14-foot outside driving lanes and 2-foot gutters in each direction. There is an Absence of Need (Exception 4) based on the extension of the works proposed in this area and the low vehicle count expected (less than 1500 vph). An Absence of Need worksheet is included.

### East of 35<sup>th</sup> Street

Pedestrian Accommodations – The north side of the existing facility has a 6-foot sidewalk with a 5-foot terrace from 35<sup>th</sup> Street to 34<sup>th</sup> Street. There are no pedestrian accommodations on the south side of the existing facility.

The north side of the proposed facility has a 5-foot sidewalk with a 5-foot terrace. There are no pedestrian accommodations provided on the south side of the proposed facility because Park Hill Avenue is immediately adjacent to the freeway barrier for the I-94 westbound exit ramp to 35<sup>th</sup> Street. There is an Absence of Need (Exception 4) based on the extension of the works proposed in this area and the low vehicle count expected (less than 1500 vph). An Absence of Need worksheet is included.

### N. 32<sup>nd</sup> Street

Pedestrian Accommodations – Both the east and west side of the existing facility have a 5-foot sidewalk with no terrace from Canal Street to Park Hill Avenue.

Both the west and east side of the proposed facility have a 8-foot sidewalk with no terrace throughout the construction limits.

Bicycle Accommodations – The existing 2-lane facility has no bicycle accommodations.

The proposed 2-lane facility has 11-foot outside driving lanes with edgeline, a 4 foot urban paved shoulder and 2-foot gutters in each direction.

### N. 27<sup>th</sup> Street

Pedestrian Accommodations – Both the west and east side of the existing facility have a 9-foot sidewalk with no terrace throughout the construction limits.

Both sides of the proposed facility have an 8-foot sidewalk with no terrace from the rail tracks to Clybourn Street.

Bicycle Accommodations – The existing 4 to 5-lane facility has 11-foot outside parking and bicycle lanes with 2-foot gutters in each direction north of St. Paul Avenue, and 11-foot outside driving lanes with 4-foot dedicated bike lanes in each direction south of St. Paul Avenue.

N. 27<sup>th</sup> Street is designated for proposed bicycle lanes on the City of Milwaukee 2010 Bicycle Master Plan.

The proposed 4 to 6-lane facility has 11-foot outside driving lanes with edgeline, a 4 foot urban paved shoulder and 2-foot gutters in each direction with 5-foot on-road accommodations between the through lane and the turn lane in the segment north of St. Paul Avenue, and 11-foot lanes with 4-foot dedicated bike lanes in each direction in the segment south of St. Paul Avenue.

### N. 26<sup>th</sup> Street

Pedestrian Accommodations – Both the west and east side of the existing facility have a 5 to 6-foot sidewalk with no terrace throughout the construction limits.

Both sides of the proposed facility have an 8-foot sidewalk with no terrace from Saint Paul Ave to the northern terminus.

Bicycle Accommodations – The existing 2-lane facility has 13 to 15-foot outside lanes with 2-foot gutters on each direction throughout the construction limits.

The proposed 2-lane facility has 11-foot outside driving lanes with edgeline, a 4 foot urban paved shoulder and 2-foot gutters in each direction.

#### N. 25<sup>th</sup> Street

Pedestrian Accommodations – The west side of the existing facility has no sidewalk south of St. Paul Avenue, a 5 to 7-foot sidewalk with a 4 to 5-foot terrace from St. Paul Avenue to the bridge over I-94, and a 7-foot sidewalk with no terrace over I-94. The east side of the existing facility has a 6-foot sidewalk with no terrace south of St Paul Avenue and no pedestrian accommodations north of St. Paul Avenue.

Both sides of the proposed facility have an 8-foot sidewalk with no terrace from Saint Paul Ave to the northern terminus. There is an 8-foot sidewalk on the east side of the proposed facility and no pedestrian accommodations on the west side from St. Paul Avenue to the southern terminus.

The west side of the roadway is elevated and there is no sidewalk on that side to the south and no room to add sidewalk on that side of the current structures over the railroad and Menomonee River.

Bicycle Accommodations – The existing 2-lane facility has 18 to 21-foot curb lanes with 2-foot gutters on each direction throughout the construction limits.

The proposed 3-lane facility has 11-foot outside driving lanes with edgeline, a 4 foot urban paved shoulder and a 2-foot gutters on the east side.

#### W. St. Paul Avenue

Pedestrian Accommodations – The south side of the existing facility does not provide pedestrian accommodations from 29<sup>th</sup> Street to 25<sup>th</sup> Street and has a 5-foot sidewalk with a 2 to 3-foot terrace from 25<sup>th</sup> Street to the eastern terminus.

The north side of the existing facility has a 5 to 8-foot sidewalk with no terrace from 29<sup>th</sup> Street to 25<sup>th</sup> Street and has a 5-foot sidewalk with a 2 to 3-foot terrace from 25<sup>th</sup> Street to the eastern terminus.

Both sides of the proposed facility have an 8-foot sidewalk with no terrace throughout the construction limits.

Bicycle Accommodations – The existing 4-lane facility does not provide bicycle accommodations.

The proposed 4 to 6-lane facility has 11-foot outside driving lanes with edgeline, a 4 foot urban paved shoulder and 2-foot gutters in each direction with 5-foot on-road accommodations between the through lane and the turn lane.

#### W. National Ave

Pedestrian Accommodations – The south side of the existing facility has a 6 to 9-foot sidewalk with no terrace and the north side has a 5-foot sidewalk with a variable with terrace throughout the construction limits.

The proposed design just affects the north side of the road, which has an 8-foot sidewalk with no terrace throughout the construction limits.

Bicycle Accommodations – The existing 4 to 7-lane facility does not provide bicycle accommodations.

The proposed design just affects the north side of National Avenue. The north side of the proposed facility has an 11-foot right turn lane with a 2-foot gutter and a 4-foot dedicated bike lane in the segment east of 47<sup>th</sup> Street. There is an 8-foot parking lane with a 2-foot gutter and a 5-foot dedicated bike lane in the segment west of 47<sup>th</sup> Street and throughout the western terminus.

#### Miller Parkway (South of National Ave)

Pedestrian Accommodations – Both the west and east side of the existing facility have a 5-foot sidewalk with a 8-10-foot terrace throughout the construction limits.

The proposed design just affects the northbound lanes and the median island. The east side of the proposed facility has an 8-foot sidewalk with no terrace around the right turn curve and then matches the existing sidewalk on the southern end.

Bicycle Accommodations – The existing 3 to 4-lane facility does not provide bicycle accommodations.

The proposed design just affects the northbound lanes and the median island. The east side of the proposed facility has a 11-foot outside lane with edgeline, a 4 foot urban paved shoulder with a 2-foot gutter throughout the construction limits.

#### W. Washington Street

Pedestrian Accommodations – The proposed Washington Street is new construction.

The proposed facility has a 5-foot sidewalk with a 3-foot terrace in each direction throughout the construction limits.

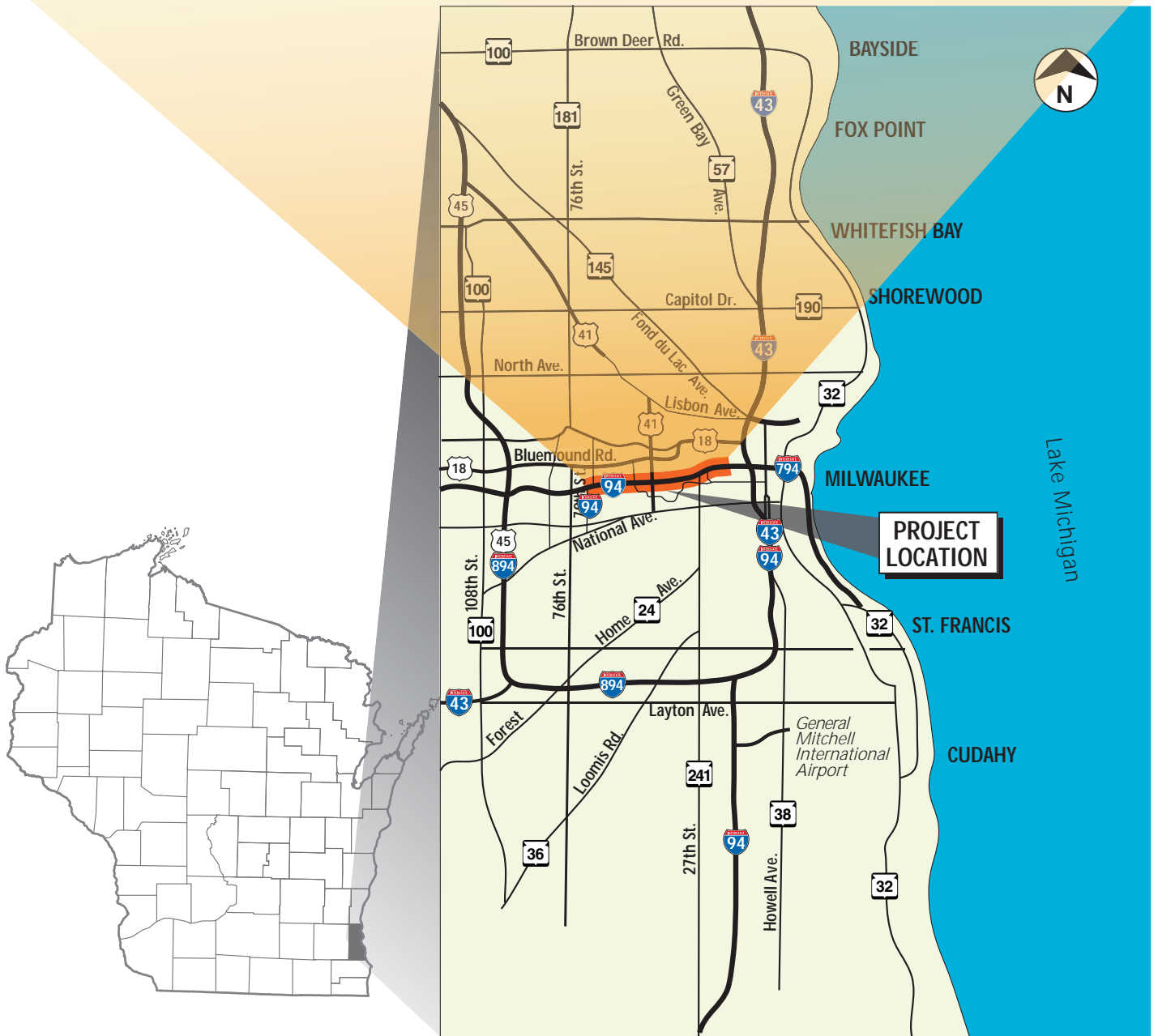
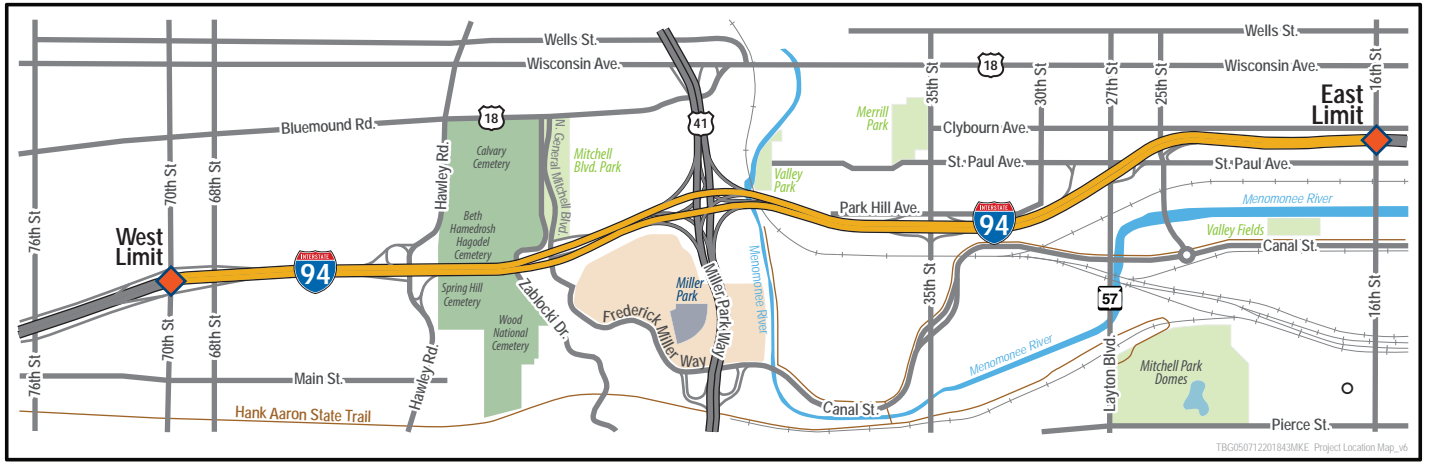
Bicycle Accommodations – The proposed Washington Street is new construction.

The proposed facility has 11-foot outside driving lanes with a 6-foot bike lane in each direction throughout the construction limits.

## **4. Attachments**

- Exhibit 1: Project Location Map
- Exhibit 2: Project Overview
- TRANS 75 Worksheets
- Existing and Proposed Typical Sections
- Proposed Plan Views
- Milwaukee County Bicycle Accommodations Plan
- Brewers Parking Ingress/Egress Maps







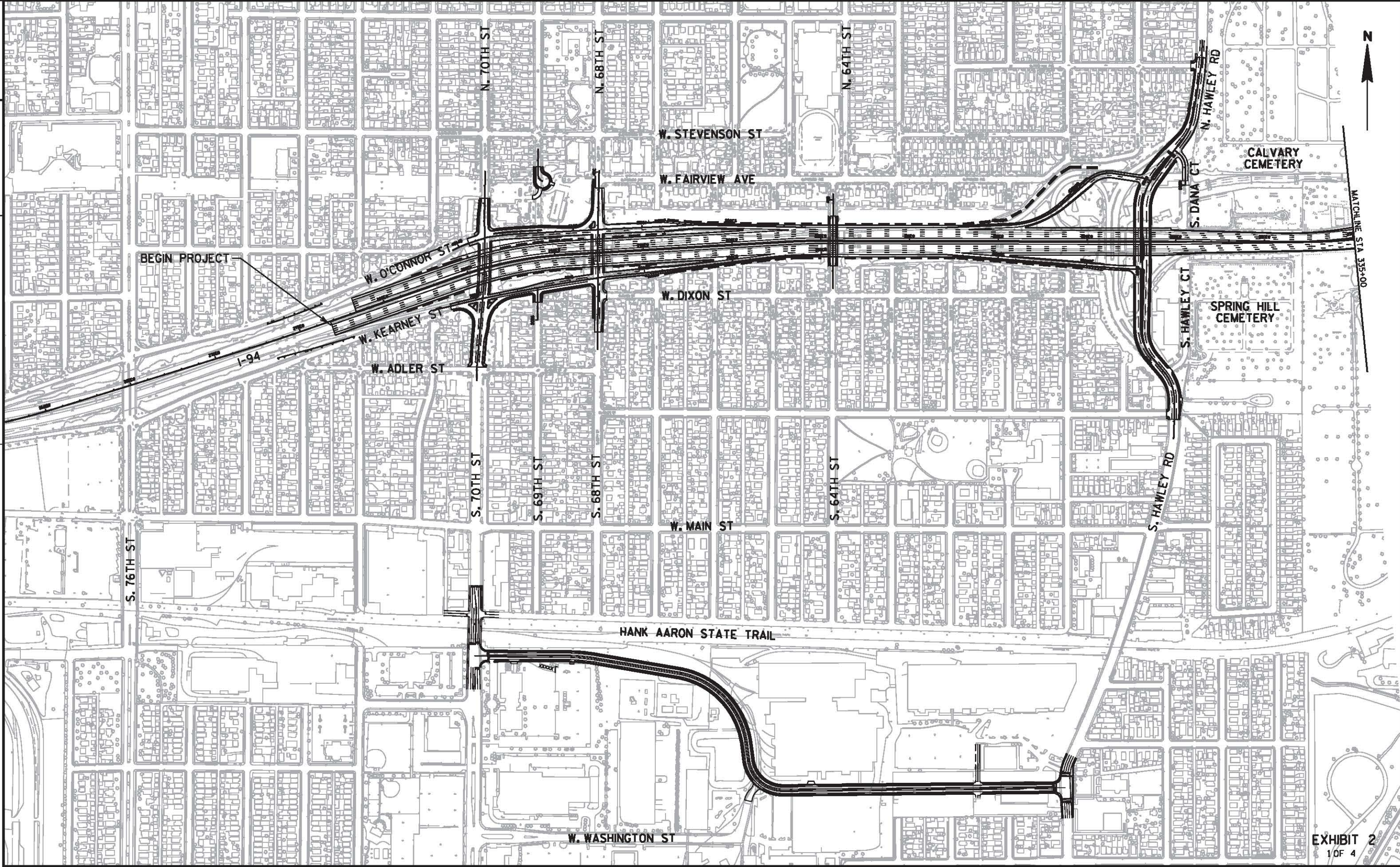


EXHIBIT 2  
1 OF 4

PROJECT NO:1060-27-02	HWY:I-94	COUNTY:MILWAUKEE	PROJECT OVERVIEW	SHEET	E
-----------------------	----------	------------------	------------------	-------	---



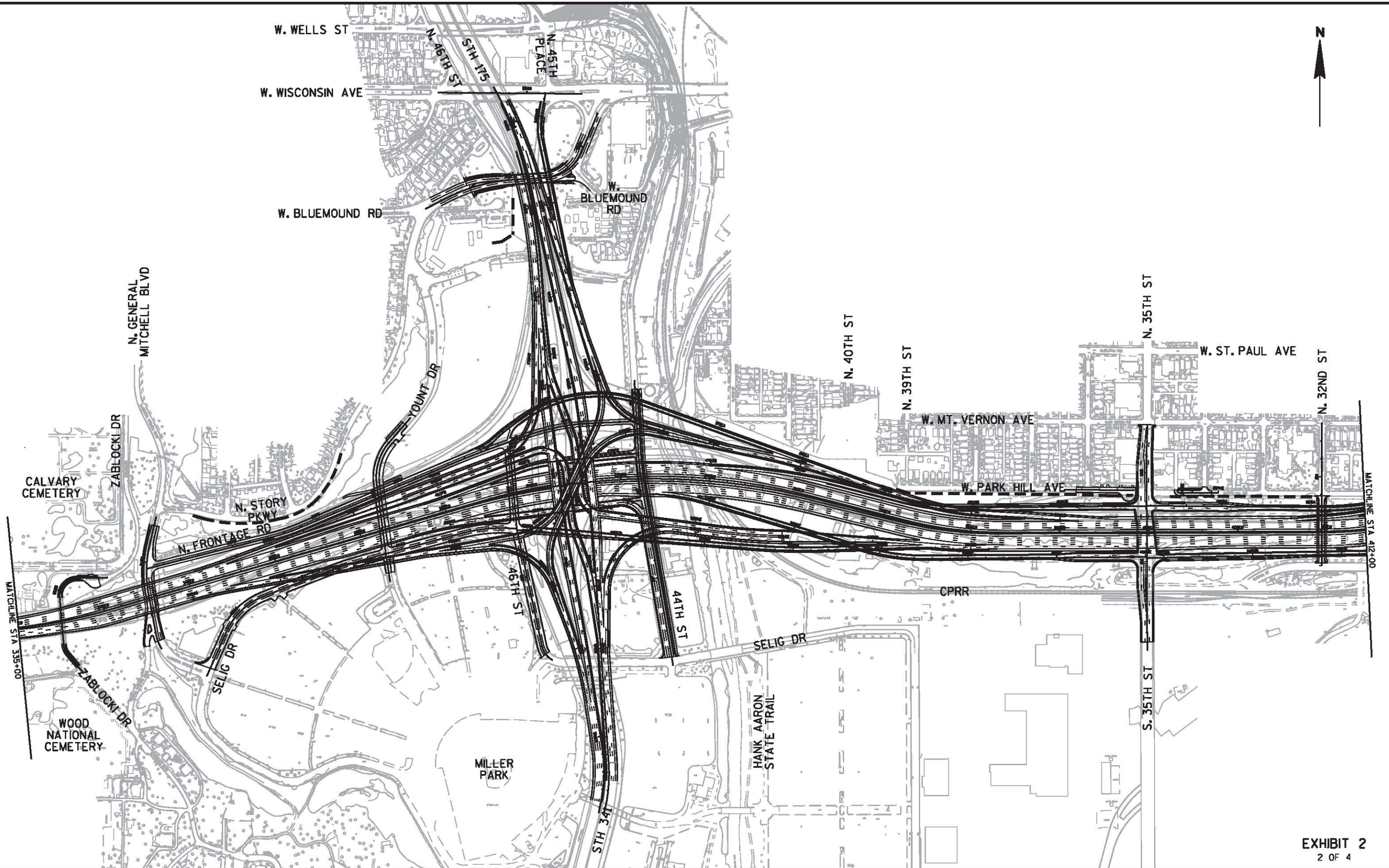
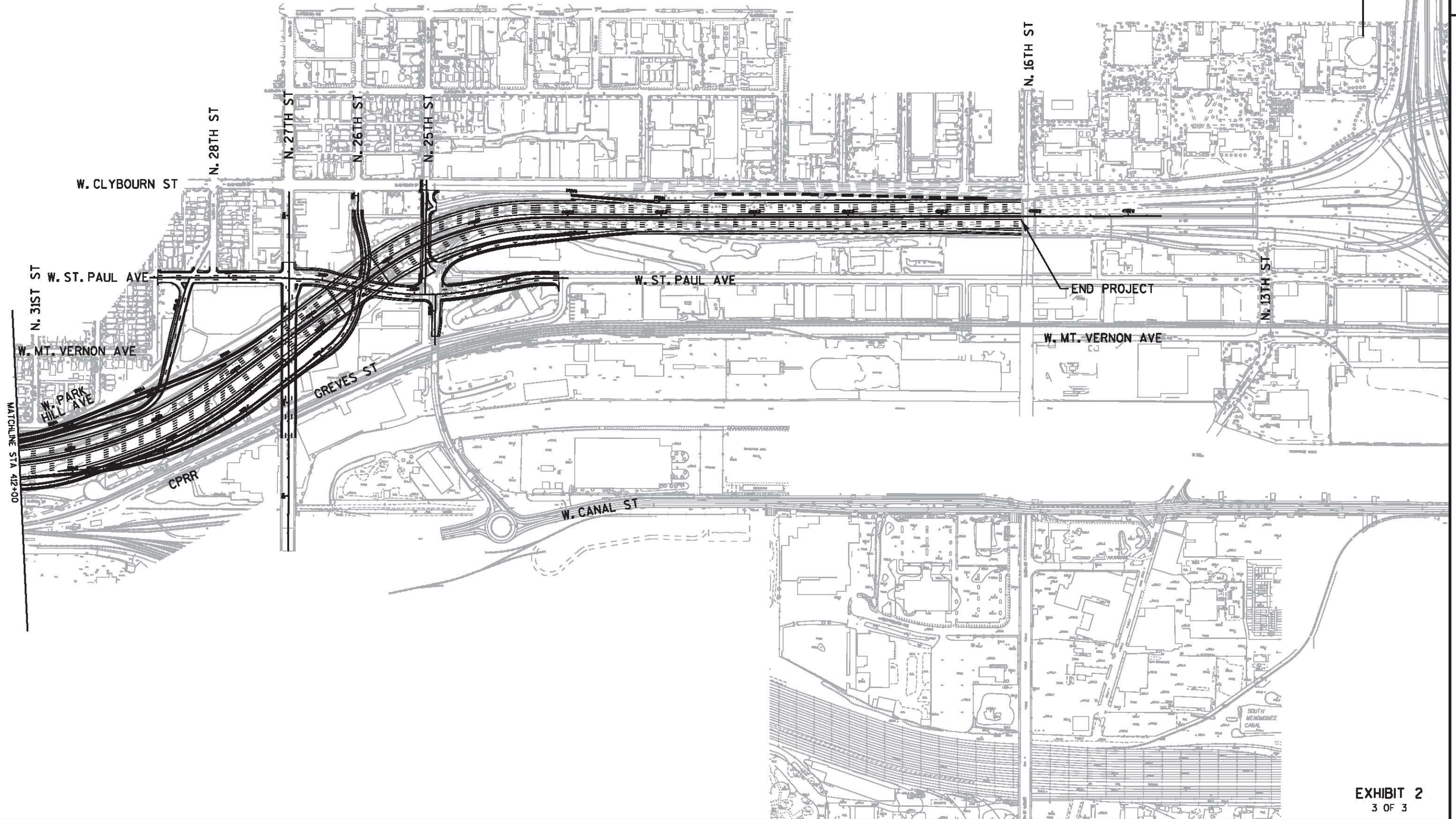


EXHIBIT 2  
2 OF 4





PROJECT NO:1060-27-02

HWY:I-94

COUNTY:MILWAUKEE

PROJECT OVERVIEW

SHEET

E

FILE NAME : IP\_PWP:d0416250\020203\_po.dgn

PLOT DATE : 09-SEP-2015 11:28

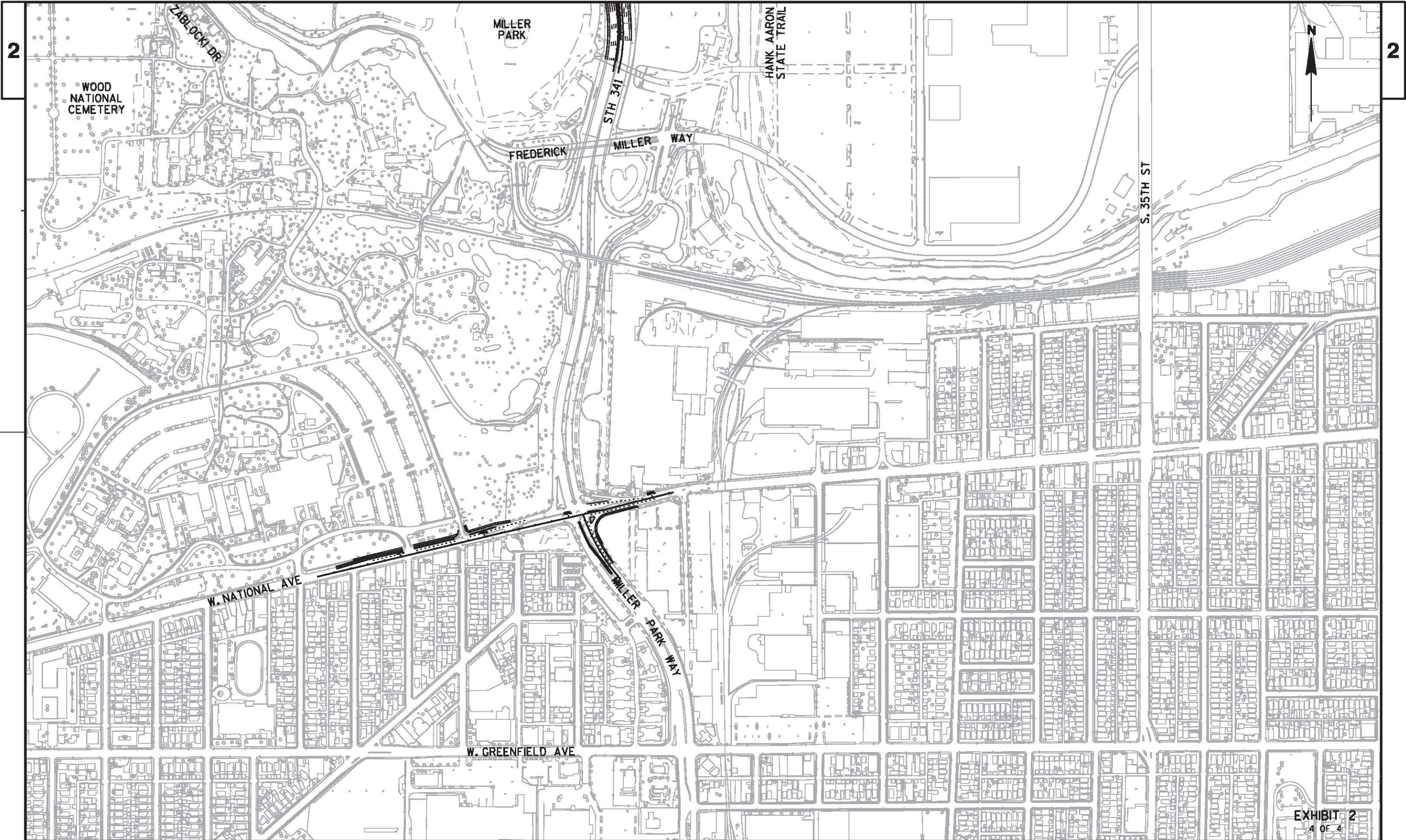
PLOT BY : dscharla

PLOT NAME :

PLOT SCALE : 500:1

WISDOT/CADDs SHEET 42







# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway I-94	Limits/Termini 70 <sup>th</sup> Street to 16 <sup>th</sup> Street	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 147,405-151,776 (2009)	Design Year AADT (year) 175,770-191,115 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 6 Lane Width: 12 Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 8-10 Lane Width: 12 Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input checked="" type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.** ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input checked="" type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
--	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

## EXCEPTION 1 – PROHIBITION OF BICYCLES and PEDESTRIANS WORKSHEET – FDM 11-46-1.3.1.1

Project ID 1060-27-02	Highway/Roadway I-94	Limits/Termini 70th Street to 16th Street	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 55 MPH	Design Year AADT (year) 175,770-191,115 (2040)

### Section 1 Highway Characteristics

Does the existing highway prohibit bicycles and pedestrians from the highway? Yes ☒ No ☐

Will the proposed highway be designated as a freeway or expressway and signed or marked to prohibit bicycles and pedestrians? Yes ☒ No ☐

(If no, Exception 1 does not apply and pedestrian/bicycle accommodations must be provided.)

### Section 2 Alternative Accommodations

☒ Parallel accommodations **are** being provided through:

☐ Shared-use path.

☒ Parallel and adjacent local roadways (provide separation distance 50-250 feet).

### Section 3 Highway Crossings

☒ The project **includes** road grade separations and/or interchanges.

List existing & proposed crossings;

1) 35<sup>th</sup> St

2) 27<sup>th</sup> St

☐ The project **does not include** road grade separations and/or interchanges.

☒ Pedestrian accommodations **are** being provided on the crossing roadway through:

☒ Sidewalks.

☐ Shared-use Paths.

☐ Pedestrian accommodations **are not** being provided on the crossing roadway because of:

☐ Excessive cost – Attach Exception 2 Worksheet.

☐ Constrained environment – Attach Exception 3 Worksheet.

☐ Absence of need – Attach Exception 4 Worksheet.

☐ Refusal to maintain – Attach Exception 5 Worksheet.

☒ Bicycle accommodations **are** being provided on the crossing roadway through:

☒ Bike Lanes.

☐ Bike lane/parking lane combination.

☐ Bike lane full time.

☐ Short term parking restriction.

☐ Wide curb lane.

☐ Paved shoulders. Paved shoulder width is        feet.

☐ Other – Explain:

☐ Bicycle accommodations **are not** being provided on the crossing roadway because of:

☐ Shared use path (attach appropriate exception).

☐ Excessive cost – Attach Exception 2 Worksheet

☐ Constrained environment – Attach Exception 3 Worksheet

☐ Absence of need – Attach Exception 4 Worksheet.

☐ Roadway work for these crossing(s) is not included within the scope of this project.

Explain:

☐ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) **are** being incorporated into the project.  
Identify each and explain: (add worksheets if necessary)

☒ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) have been reviewed and **are not** being incorporated into the project.

Explain: Pedestrian/bike crossings are provided at roadways that cross I-94.



**EXCEPTION 1 – PROHIBITION OF BICYCLES and PEDESTRIANS WORKSHEET – FDM 11-46-1.3.1.1**

Project ID 1060-27-02	Highway/Roadway I-94	Limits/Termini 70th Street to 16th Street	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 55 MPH	Design Year AADT (year) 175,770-191,115 (2040)

**Section 1 Highway Characteristics**

Does the existing highway prohibit bicycles and pedestrians from the highway? Yes ☒ No ☐

Will the proposed highway be designated as a freeway or expressway and signed or marked to prohibit bicycles and pedestrians? Yes ☒ No ☐  
(If no, Exception 1 does not apply and pedestrian/bicycle accommodations must be provided.)

**Section 2 Alternative Accommodations**

☒ Parallel accommodations **are** being provided through:

☐ Shared-use path.

☒ Parallel and adjacent local roadways (provide separation distance 50-250 feet).

**Section 3 Highway Crossings**

☒ The project **includes** road grade separations and/or interchanges.

List existing & proposed crossings;

- 1) 70<sup>th</sup> St
- 2) 68<sup>th</sup> St
- 3) 64<sup>th</sup> St
- 4) Hawley Rd
- 5) N General Mitchel Blvd
- 6) Yount Dr
- 7) 46<sup>th</sup> St
- 8) 44<sup>th</sup> St
- 9) 32<sup>nd</sup> St
- 10) 26<sup>th</sup> St
- 11) 25<sup>th</sup> St
- 12) St Paul Ave

☐ The project **does not include** road grade separations and/or interchanges.

☒ Pedestrian accommodations **are** being provided on the crossing roadway through:

☒ Sidewalks.

☐ Shared-use Paths.

☐ Pedestrian accommodations **are not** being provided on the crossing roadway because of:

- ☐ Excessive cost – Attach Exception 2 Worksheet.
- ☐ Constrained environment – Attach Exception 3 Worksheet.
- ☐ Absence of need – Attach Exception 4 Worksheet.
- ☐ Refusal to maintain – Attach Exception 5 Worksheet.

☒ Bicycle accommodations **are** being provided on the crossing roadway through:

☐ Bike Lanes.

☐ Bike lane/parking lane combination.

☐ Bike lane full time.

☐ Short term parking restriction.

☒ Wide curb lane.

☐ Paved shoulders. Paved shoulder width is          feet.

☐ Other – Explain:

☐ Bicycle accommodations **are not** being provided on the crossing roadway because of:

- ☐ Shared use path (attach appropriate exception).
- ☐ Excessive cost – Attach Exception 2 Worksheet
- ☐ Constrained environment – Attach Exception 3 Worksheet
- ☐ Absence of need – Attach Exception 4 Worksheet.

☐ Roadway work for these crossing(s) is not included within the scope of this project.

Explain:

☐ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) **are** being incorporated into the project.  
Identify each and explain: (add worksheets if necessary)

☒ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) have been reviewed and **are not** being incorporated into the project.

Explain: Pedestrian/bike crossings are provided at roadways that cross I-94.

**EXCEPTION 1 – PROHIBITION OF BICYCLES and PEDESTRIANS WORKSHEET – FDM 11-46-1.3.1.1**

Project ID 1060-27-02	Highway/Roadway I-94	Limits/Termini 70th Street to 16th Street	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 55 MPH	Design Year AADT (year) 175,770-191,115 (2040)

**Section 1 Highway Characteristics**

Does the existing highway prohibit bicycles and pedestrians from the highway? Yes ☒ No ☐

Will the proposed highway be designated as a freeway or expressway and signed or marked to prohibit bicycles and pedestrians? Yes ☒ No ☐  
(If no, Exception 1 does not apply and pedestrian/bicycle accommodations must be provided.)

**Section 2 Alternative Accommodations**

☒ Parallel accommodations **are** being provided through:

☐ Shared-use path.

☒ Parallel and adjacent local roadways (provide separation distance 50-250 feet).

**Section 3 Highway Crossings**

☒ The project **includes** road grade separations and/or interchanges.  
List existing & proposed crossings:

- 1) 69<sup>th</sup> St
- 2)
- 3)

☐ The project **does not include** road grade separations and/or interchanges.

☒ Pedestrian accommodations **are** being provided on the crossing roadway through:

☒ Sidewalks.

☐ Shared-use Paths.

☐ Pedestrian accommodations **are not** being provided on the crossing roadway because of:

☐ Excessive cost – Attach Exception 2 Worksheet.

☐ Constrained environment – Attach Exception 3 Worksheet.

☐ Absence of need – Attach Exception 4 Worksheet.

☐ Refusal to maintain – Attach Exception 5 Worksheet.

☐ Bicycle accommodations **are** being provided on the crossing roadway through:

☐ Bike Lanes.

☐ Bike lane/parking lane combination.

☐ Bike lane full time.

☐ Short term parking restriction.

☐ Wide curb lane.

☐ Paved shoulders. Paved shoulder width is        feet.

☐ Other – Explain:

☒ Bicycle accommodations **are not** being provided on the crossing roadway because of:

☐ Shared use path (attach appropriate exception).

☐ Excessive cost – Attach Exception 2 Worksheet

☐ Constrained environment – Attach Exception 3 Worksheet

☒ Absence of need – Attach Exception 4 Worksheet.

☐ Roadway work for these crossing(s) is not included within the scope of this project.

Explain:

☐ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) **are** being incorporated into the project.  
Identify each and explain: (add worksheets if necessary)

☒ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) have been reviewed and **are not** being incorporated into the project.

Explain: Pedestrian/bike crossings are provided at roadways that cross I-94.

**EXCEPTION 1 – PROHIBITION OF BICYCLES and PEDESTRIANS WORKSHEET – FDM 11-46-1.3.1.1**

Project ID 1060-27-02	Highway/Roadway I-94	Limits/Termini 70th Street to 16th Street	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 55 MPH	Design Year AADT (year) 175,770-191,115 (2040)

**Section 1 Highway Characteristics**

Does the existing highway prohibit bicycles and pedestrians from the highway? Yes ☒ No ☐

Will the proposed highway be designated as a freeway or expressway and signed or marked to prohibit bicycles and pedestrians? Yes ☒ No ☐  
(If no, Exception 1 does not apply and pedestrian/bicycle accommodations must be provided.)

**Section 2 Alternative Accommodations**

- ☒ Parallel accommodations **are** being provided through:
- ☐ Shared-use path.
  - ☒ Parallel and adjacent local roadways (provide separation distance 50-250 feet).

**Section 3 Highway Crossings**

- ☒ The project **includes** road grade separations and/or interchanges.  
List existing & proposed crossings;

1) Zablocki Dr  
2)  
3)

- ☐ The project **does not include** road grade separations and/or interchanges.

- ☒ Pedestrian accommodations **are** being provided on the crossing roadway through:
- ☒ Sidewalks.
  - ☐ Shared-use Paths.
- ☐ Pedestrian accommodations **are not** being provided on the crossing roadway because of:
- ☐ Excessive cost – Attach Exception 2 Worksheet.
  - ☐ Constrained environment – Attach Exception 3 Worksheet.
  - ☐ Absence of need – Attach Exception 4 Worksheet.
  - ☐ Refusal to maintain – Attach Exception 5 Worksheet.

- ☐ Bicycle accommodations **are** being provided on the crossing roadway through:
- ☐ Bike Lanes.
  - ☐ Bike lane/parking lane combination.
    - ☐ Bike lane full time.
    - ☐ Short term parking restriction.
  - ☐ Wide curb lane.
  - ☐ Paved shoulders. Paved shoulder width is          feet.
  - ☐ Other – Explain:

- ☒ Bicycle accommodations **are not** being provided on the crossing roadway because of:

- ☐ Shared use path (attach appropriate exception).
- ☐ Excessive cost – Attach Exception 2 Worksheet
- ☒ Constrained environment – Attach Exception 3 Worksheet
- ☐ Absence of need – Attach Exception 4 Worksheet.

- ☐ Roadway work for these crossing(s) is not included within the scope of this project.  
Explain:

- ☐ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) **are** being incorporated into the project.  
Identify each and explain: (add worksheets if necessary)

- ☒ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) have been reviewed and **are not** being incorporated into the project.  
Explain: Pedestrian/bike crossings are provided at roadways that cross I-94.

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway STH 341/Miller Parkway	Limits/Termini 550 feet North of Frederick Miller Parkway to I-94	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 41,943 -50,778 (2011)	Design Year AADT (year) 39,525 -40,455 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 6 Lane Width: 12 Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 4-8 Lane Width: 12 Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input checked="" type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input checked="" type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**EXCEPTION 1 – PROHIBITION OF BICYCLES and PEDESTRIANS WORKSHEET – FDM 11-46-1.3.1.1**

Project ID 1060-27-02	Highway/Roadway STH 341/Miller Parkway	Limits/Termini 550 feet North of Frederick Miller Parkway to I-94	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 45 MPH	Design Year AADT (year) 39,525 -40,455 (2040)

**Section 1 Highway Characteristics**

Does the existing highway prohibit bicycles and pedestrians from the highway? Yes ☒ No ☐

Will the proposed highway be designated as a freeway or expressway and signed or marked to prohibit bicycles and pedestrians? Yes ☒ No ☐

(If no, Exception 1 does not apply and pedestrian/bicycle accommodations must be provided.)

**Section 2 Alternative Accommodations**

☒ Parallel accommodations **are** being provided through:

☐ Shared-use path.

☒ Parallel and adjacent local roadways (provide separation distance 250 feet).

**Section 3 Highway Crossings**

☒ The project **includes** road grade separations and/or interchanges.

List existing & proposed crossings;

1) Selig Dr

☐ The project **does not include** road grade separations and/or interchanges.

☒ Pedestrian accommodations **are** being provided on the crossing roadway through:

☐ Sidewalks.

☒ Shared-use Paths.

☐ Pedestrian accommodations **are not** being provided on the crossing roadway because of:

☐ Excessive cost – Attach Exception 2 Worksheet.

☐ Constrained environment – Attach Exception 3 Worksheet.

☐ Absence of need – Attach Exception 4 Worksheet.

☐ Refusal to maintain – Attach Exception 5 Worksheet.

☐ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) **are** being incorporated into the project.

Identify each and explain: (add worksheets if necessary)

☒ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) have been reviewed and **are not** being incorporated into the project.

Explain: Pedestrian/bike crossings are provided at roadways that cross STH 341/Miller Parkway.

☒ Bicycle accommodations **are** being provided on the crossing roadway through:

☐ Bike Lanes.

☐ Bike lane/parking lane combination.

☐ Bike lane full time.

☐ Short term parking restriction.

☒ Wide curb lane.

☐ Paved shoulders. Paved shoulder width is        feet.

☐ Other – Explain:

☐ Bicycle accommodations **are not** being provided on the crossing roadway because of:

☐ Shared use path (attach appropriate exception).

☐ Excessive cost – Attach Exception 2 Worksheet

☐ Constrained environment – Attach Exception 3 Worksheet

☐ Absence of need – Attach Exception 4 Worksheet.

☐ Roadway work for these crossing(s) is not included within the scope of this project.

Explain:

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway STH 175	Limits/Termini I-94 to Wisconsin Ave	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 63,705-67,890 (2009)	Design Year AADT (year) 65,100-65,565 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 6 Lane Width: 12 Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 4-8 Lane Width: 12 Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input type="checkbox"/> Pedestrian accommodations <u>are</u> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Pedestrian accommodations <u>are NOT</u> being fully provided because the following exceptions apply: <input checked="" type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input type="checkbox"/> Bicycle accommodations <u>are</u> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Bicycle accommodations <u>are NOT</u> being fully provided because the following exceptions apply: <input checked="" type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

**EXCEPTION 1 – PROHIBITION OF BICYCLES and PEDESTRIANS WORKSHEET – FDM 11-46-1.3.1.1**

Project ID 1060-27-02	Highway/Roadway STH 175	Limits/Termini I-94 to Wisconsin Ave	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 35 MPH	Design Year AADT (year) 65,100-65,565 (2040)

**Section 1 Highway Characteristics**

Does the existing highway prohibit bicycles and pedestrians from the highway? Yes ☒ No ☐

Will the proposed highway be designated as a freeway or expressway and signed or marked to prohibit bicycles and pedestrians? Yes ☒ No ☐

(If no, Exception 1 does not apply and pedestrian/bicycle accommodations must be provided.)

**Section 2 Alternative Accommodations**

☒ Parallel accommodations **are** being provided through:

☐ Shared-use path.

☒ Parallel and adjacent local roadways (provide separation distance 250 feet).

**Section 3 Highway Crossings**

☒ The project **includes** road grade separations and/or interchanges.

List existing & proposed crossings;

1) Bluemound Rd

☐ The project **does not include** road grade separations and/or interchanges.

☒ Pedestrian accommodations **are** being provided on the crossing roadway through:

☒ Sidewalks.

☐ Shared-use Paths.

☐ Pedestrian accommodations **are not** being provided on the crossing roadway because of:

☐ Excessive cost – Attach Exception 2 Worksheet.

☐ Constrained environment – Attach Exception 3 Worksheet.

☐ Absence of need – Attach Exception 4 Worksheet.

☐ Refusal to maintain – Attach Exception 5 Worksheet.

☐ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) **are** being incorporated into the project.

Identify each and explain: (add worksheets if necessary)

☒ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) have been reviewed and **are not** being incorporated into the project.

Explain: Pedestrian/bike crossings are provided at roadways that cross STH 175.

☒ Bicycle accommodations **are** being provided on the crossing roadway through:

☐ Bike Lanes.

☐ Bike lane/parking lane combination.

☐ Bike lane full time.

☐ Short term parking restriction.

☒ Wide curb lane.

☐ Paved shoulders. Paved shoulder width is        feet.

☐ Other – Explain:

☐ Bicycle accommodations **are not** being provided on the crossing roadway because of:

☐ Shared use path (attach appropriate exception).

☐ Excessive cost – Attach Exception 2 Worksheet

☐ Constrained environment – Attach Exception 3 Worksheet

☐ Absence of need – Attach Exception 4 Worksheet.

☐ Roadway work for these crossing(s) is not included within the scope of this project.

Explain:



**EXCEPTION 1 – PROHIBITION OF BICYCLES and PEDESTRIANS WORKSHEET – FDM 11-46-1.3.1.1**

Project ID 1060-27-02	Highway/Roadway STH 175	Limits/Termini I-94 to Wisconsin Ave	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 35 MPH	Design Year AADT (year) 65,100-65,565 (2040)

**Section 1 Highway Characteristics**

Does the existing highway prohibit bicycles and pedestrians from the highway? Yes ☒ No ☐

Will the proposed highway be designated as a freeway or expressway and signed or marked to prohibit bicycles and pedestrians? Yes ☒ No ☐  
(If no, Exception 1 does not apply and pedestrian/bicycle accommodations must be provided.)

**Section 2 Alternative Accommodations**

☒ Parallel accommodations **are** being provided through:

☐ Shared-use path.

☒ Parallel and adjacent local roadways (provide separation distance 250 feet).

**Section 3 Highway Crossings**

☒ The project **includes** road grade separations and/or interchanges.

List existing & proposed crossings:

1) N. Frontage Road

☐ The project **does not include** road grade separations and/or interchanges.

☒ Pedestrian accommodations **are** being provided on the crossing roadway through:

☒ Sidewalks.

☐ Shared-use Paths.

☐ Pedestrian accommodations **are not** being provided on the crossing roadway because of:

☐ Excessive cost – Attach Exception 2 Worksheet.

☐ Constrained environment – Attach Exception 3 Worksheet.

☐ Absence of need – Attach Exception 4 Worksheet.

☐ Refusal to maintain – Attach Exception 5 Worksheet.

☐ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) **are** being incorporated into the project.  
Identify each and explain: (add worksheets if necessary)

☒ Dedicated ped/bike crossings (eg shared use path overpass or underpasses) have been reviewed and **are not** being incorporated into the project.

Explain: Pedestrian/bike crossings are provided at roadways that cross STH 175.

☐ Bicycle accommodations **are** being provided on the crossing roadway through:

☐ Bike Lanes.

☐ Bike lane/parking lane combination.

☐ Bike lane full time.

☐ Short term parking restriction.

☐ Wide curb lane.

☐ Paved shoulders. Paved shoulder width is        feet.

☐ Other – Explain:

☒ Bicycle accommodations **are not** being provided on the crossing roadway because of:

☐ Shared use path (attach appropriate exception).

☐ Excessive cost – Attach Exception 2 Worksheet

☒ Constrained environment – Attach Exception 3 Worksheet

☐ Absence of need – Attach Exception 4 Worksheet.

☐ Roadway work for these crossing(s) is not included within the scope of this project.

Explain:

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway 70 <sup>th</sup> Street	Limits/Termini W Adler St to 190' North of O'Connor St	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 9,672 (2010)	Design Year AADT (year) 21,390 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 3-5 Lane Width: 12'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 4-6 Lane Width: 7'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input checked="" type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

Date: \_\_\_\_\_

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway 68 <sup>th</sup> Street	Limits/Termini 190' South of Dixon St to Fairview Ave	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 8,370 (2013)	Design Year AADT (year) 15,345 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan, City of Milwaukee 2010 Bicycle Master Plan and the City of Wauwatosa Bicycle and Pedestrian Facilities Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 2-4 Lane Width: 12'-18' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 3-4 Lane Width: 11'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <u>are</u> being provided by: <input checked="" type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <u>are NOT</u> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <u>are</u> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**        ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <u>are NOT</u> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

\_\_\_\_\_  
Signature (WisDOT Regional Project Manager)

\_\_\_\_\_  
Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

\_\_\_\_\_  
Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

\_\_\_\_\_  
Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway W O'Connor Street	Limits/Termini 70 <sup>th</sup> Street to 68 <sup>th</sup> Street	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 7,100 (2012)	Design Year AADT (year) 10,700 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 3 Lane Width: 8'-11' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 3-4 Lane Width: 4'-12' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input checked="" type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway W Kearney Street	Limits/Termini 70 <sup>th</sup> Street to 68 <sup>th</sup> Street	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) Unknown (Local road)	Design Year AADT (year) 12,000(2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 3 Lane Width: 8'-11' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 3-4 Lane Width: 8'-14' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input checked="" type="checkbox"/> Sidewalk: <input checked="" type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway 69 <sup>th</sup> Street	Limits/Termini 50' South of Kearney St to 150' South of Stevenson St	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) Unknown (Local road)	Design Year AADT (year) Less than 1500
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 2 Lane Width: 13' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 2 Lane Width: 13' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input checked="" type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

\_\_\_\_\_  
Signature (WisDOT Regional Project Manager)

\_\_\_\_\_  
Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

\_\_\_\_\_  
Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

\_\_\_\_\_  
Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_



## EXCEPTION 4 – ABSENCE OF NEED WORKSHEET – FDM 11-46-1.3.1.4

Resolution required for this exception. Community resolution states that conditions are met for this exception after initial consultation with WisDOT. Attach a report justifying the exception in accordance with FDM 11-46-1.3.1.4.

Project ID 1060-27-02	Highway/Roadway 69 <sup>th</sup> Street	Limits/Termini 50' South of Kearney St to 150' South of Stevenson St	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 25 MPH	Design Year AADT (year) Less than 1500

### Section 1 Bicycle Accommodations

If bicycle accommodation projects were proposed and funded under the Transportation Enhancement (TE), Congestion Mitigation & Air Quality (CMAQ) or Safe Routes to School (SRTS) this exception does not apply. See FDM 11-46-15.4.1, Table 15.1.

#### Urban/Semi Urban Roadways and Bridges

☒ The design year AADT is less than 1500 vpd.

#### Rural/Outlying District Roadways and Bridges (Both boxes must be checked to qualify for the exception for absence of need.)

☐ The construction year ADT is less than 750 vpd and any of the following conditions apply:

- Roadway is not in the Wisconsin Bicycle Transportation Plan or other government-endorsed WisDOT supported bicycle plan.
- Two-way bicycle volume is projected to be less than 25 cyclists per day on the 10 most traveled days of the year.
- Bicycle accommodations are not needed to complete gaps in an otherwise continuous bicycle route.
- Bicycle accommodations are not needed to connect communities or urban areas within 3 miles of each other.

☐ There will be no significant development within the next 10 years based on an official land use plan or the design year ADT is less than 750\*.

\* If the design year ADT is less than 750, consider establishing a bikeway that (1) will complete a gap of one mile or less in an otherwise continuous bike route (2) Make a connection of not more than 3 miles from communities or urban areas to a town or county roadway network, excluding any dead end roadway.

### Section 2 Pedestrian Accommodations

#### Urban/Semi Urban Roadway and Bridges

☐ The roadway travels through an urban area however a portion of this roadway has an outlying district and there is no significant development, based on an official land use plan, within the next 10 years.

☐ This is a semi urban area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average not more than 200 feet apart or where both sides of the roadway considered collectively average not more than 200 feet apart (does not meet omission).

- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☐ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

#### Outlying District/Rural Roadways or Bridges

☐ The roadway travels through an outlying district or rural area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average more than 200 feet apart and there is no significant development, based on an official land use plan, within the next 10 years.

- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☐ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

### Section 3 Bicycle and Pedestrian Accommodations within Project Design Life

#### Roadway/Bridge Design Life

Defined as 20 years for a roadway, 75 years for a bridge (refer to FDM 1.3.1.4.1 Sidewalks, FDM 1.3.1.4.2 Bikeways).

☐ Project evaluated changing patterns of use during the design life of the highway

☐ Use is expected to increase (does not meet omission).

☐ Use is not expected to increase.

- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☐ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.



# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway 64 <sup>th</sup> Street	Limits/Termini 150' North of Dixon St to 190' South of Fairview Ave	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) Unknown (Local road)	Design Year AADT (year) Unknown (Local road)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 2 Lane Width: 13' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 2 Lane Width: 13'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input checked="" type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway Hawley Road	Limits/Termini Adler St to Park Hill Ave	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 13,671 – 18,972 (2009)	Design Year AADT (year) 17,670 -19,530 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 4 Lane Width: 12' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 4-5 Lane Width: 12'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input checked="" type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway S. Dana Court	Limits/Termini Hawley Rd to 100' East of Hawley Rd	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) Unknown (Local road)	Design Year AADT (year) Less Than 1500
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 2 Lane Width: 13' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 2 Lane Width: 15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input checked="" type="checkbox"/> Sidewalk: <input checked="" type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway Zablocki Drive	Limits/Termini Walker Rd to 130' West of ATC corridor access driveway	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) Unknown (Local road)	Design Year AADT (year) Unknown (Local road)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 2 Lane Width: 7' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 2 Lane Width: 9' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input checked="" type="checkbox"/> Sidewalk: <input checked="" type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input checked="" type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.** ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input checked="" type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
--	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

### EXCEPTION 3 – CONSTRAINED ENVIRONMENT WORKSHEET – FDM 11-46-1.3.1.3

Resolution required for this exception. Community resolution states that conditions are met for this exception after initial consultation with WisDOT. Attach a report justifying the exception in accordance with FDM 11-46-1.3.1.3.

Project ID 1060-27-02	Highway/Roadway Zablocki Drive	Limits/Termini Walker Rd to 130' West of ATC corridor access driveway	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 20 MPH	Design Year AADT (year) Unknown (Local road)

#### Section 1 Urban Roadway Constrained Environment

☒ The minimum provision of pedestrian and bicycle accommodations (see FDM 11-46-15, Figure 15.1 for sequential preference) would have excessively negative impacts. **At least one of the following must be checked.**

☐ The provision of bikeway and sidewalk, or just a sidewalk, would require the reduction of the terrace width to less than 3 feet for more than 50 percent of the total project length.

☐ The provision of bicycle and pedestrian facilities would result in the relocation of a residence or business or improvement adjacent to the highway that would dramatically reduce the aesthetic value or functionality of the remaining area.

☒ The environmental documentation process shows that providing bike or pedestrian facilities would result in excessively negative impacts or would result in loss or degradation of natural resources, historical or archaeological sites potentially eligible for the National Registry of Historic Places (NRHP).

#### Section 2 Rural Roadway Constrained Environment

☐ The minimum provision of bicycle accommodations would have excessively negative impacts. **One of the following must be checked.**

☐ The provision of bicycle and pedestrian facilities would result in the relocation of a residence or business or improvement adjacent to the highway that would dramatically reduce the aesthetic value or functionality of the remaining area.

☐ The environmental documentation process shows that providing bicycle facilities would result in an unacceptable loss or degradation of natural resources or has an adverse impact on historical or archaeological sites potentially eligible for the National Registry of Historic Places (NRHP).

#### Section 3 Partial Accommodations

##### Urban Roadways and Bridges

###### Pedestrian Accommodations

If sidewalks and bikeways cannot both be accommodated, consideration shall be given to sidewalks before adding bikeways; however the project must include bike/ped facilities to the greatest extent practicable.

☐ Pedestrian accommodations are being provided on both sides of roadway.

☒ Pedestrian accommodations are being **partially** provided.

Explain: A 6' sidewalk is provided on the East side of Zablocki Drive

☐ Pedestrian accommodations **are not** being provided.

Explain:

###### Bicycle Accommodations

☐ Bicycle accommodations are being provided.

☐ Bicycle accommodations are being **partially** provided.

Explain:

☐ Bicycle accommodations will be available for portions of the day through parking restrictions.

☒ Bicycle accommodations will be available on a parallel route.

Explain: Bicycle accommodations are being provided on General Mitchell Blvd, 20'-500' East of Zablocki Dr

☐ Bicycle accommodations **are not** being provided.

Explain:

##### Rural Roadways and Bridges

###### Bicycle Accommodations

☐ Bicycle accommodations are being provided.

☐ Bicycle accommodations are being **partially** provided.

Explain:

☐ Bicycle accommodations will be available on a parallel route.

Explain:

☐ Bicycle accommodations **are not** being provided.

Explain:



# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway N General Mitchell Boulevard	Limits/Termini 160' South of I-94 to 80' South of Story Pkwy	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) Unknown (Local road)	Design Year AADT (year) 1,400 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 2-4 Lane Width: 12' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 2-3 Lane Width: 12'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.** ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
--	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET			
Project ID 1060-27-02	Highway/Roadway Yount Drive	Limits/Termini 100' South of Selig Dr to 400' North of I-94	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) Unknown (Local road)	Design Year AADT (year) 4,200 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 2 Lane Width: 13'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 2 Lane Width: 13'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)	
This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.

Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)	
<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input checked="" type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input checked="" type="checkbox"/> Sidewalk: <input checked="" type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input checked="" type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.

Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)	
<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.

Section 4 Concurrence – Attach any supporting documents or reports	
We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.	
_____ Signature (WisDOT Regional Project Manager)	_____ Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)
_____ Printed Name (WisDOT Regional Project Manager)	_____ Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)
Date: _____	Date: _____



## EXCEPTION 4 – ABSENCE OF NEED WORKSHEET – FDM 11-46-1.3.1.4

Resolution required for this exception. Community resolution states that conditions are met for this exception after initial consultation with WisDOT. Attach a report justifying the exception in accordance with FDM 11-46-1.3.1.4.

Project ID 1060-27-02	Highway/Roadway Yount Drive	Limits/Termini 100' South of Selig Dr to 400' North of I-94	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 15 MPH	Design Year AADT (year) 4,200 (2040)

### Section 1 Bicycle Accommodations

If bicycle accommodation projects were proposed and funded under the Transportation Enhancement (TE), Congestion Mitigation & Air Quality (CMAQ) or Safe Routes to School (SRTS) this exception does not apply. See FDM 11-46-15.4.1, Table 15.1.

#### Urban/Semi Urban Roadways and Bridges

- ☐ The design year AADT is less than 1500 vpd.

#### Rural/Outlying District Roadways and Bridges (Both boxes must be checked to qualify for the exception for absence of need.)

- ☐ The construction year ADT is less than 750 vpd and any of the following conditions apply:
- Roadway is not in the Wisconsin Bicycle Transportation Plan or other government-endorsed WisDOT supported bicycle plan.
  - Two-way bicycle volume is projected to be less than 25 cyclists per day on the 10 most traveled days of the year.
  - Bicycle accommodations are not needed to complete gaps in an otherwise continuous bicycle route.
  - Bicycle accommodations are not needed to connect communities or urban areas within 3 miles of each other.
- ☐ There will be no significant development within the next 10 years based on an official land use plan or the design year ADT is less than 750\*.

\* If the design year ADT is less than 750, consider establishing a bikeway that (1) will complete a gap of one mile or less in an otherwise continuous bike route (2) Make a connection of not more than 3 miles from communities or urban areas to a town or county roadway network, excluding any dead end roadway.

### Section 2 Pedestrian Accommodations

#### Urban/Semi Urban Roadway and Bridges

- ☒ The roadway travels through an urban area however a portion of this roadway has an outlying district and there is no significant development, based on an official land use plan, within the next 10 years.
- ☐ This is a semi urban area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average not more than 200 feet apart or where both sides of the roadway considered collectively average not more than 200 feet apart (does not meet omission).
- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☒ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development. Milwaukee County Bicycle Accommodations Plan. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin

#### Outlying District/Rural Roadways or Bridges

- ☐ The roadway travels through an outlying district or rural area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average more than 200 feet apart and there is no significant development, based on an official land use plan, within the next 10 years.
- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☐ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

### Section 3 Bicycle and Pedestrian Accommodations within Project Design Life

#### Roadway/Bridge Design Life

Defined as 20 years for a roadway, 75 years for a bridge (refer to FDM 1.3.1.4.1 Sidewalks, FDM 1.3.1.4.2 Bikeways).

- ☐ Project evaluated changing patterns of use during the design life of the highway
- ☐ Use is expected to increase (does not meet omission).
- ☐ Use is not expected to increase.
- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☐ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway N 46 <sup>th</sup> Street	Limits/Termini Selig Dr to N. Frontage Rd	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) New Construction (Local road)	Design Year AADT (year) Unknown (Local road)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: Lane Width: Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 3-4 Lane Width: 11'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input checked="" type="checkbox"/> New Construction – Trans 75 applies. <input type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input checked="" type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

\_\_\_\_\_  
Signature (WisDOT Regional Project Manager)

\_\_\_\_\_  
Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

\_\_\_\_\_  
Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

\_\_\_\_\_  
Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

## EXCEPTION 4 – ABSENCE OF NEED WORKSHEET – FDM 11-46-1.3.1.4

Resolution required for this exception. Community resolution states that conditions are met for this exception after initial consultation with WisDOT. Attach a report justifying the exception in accordance with FDM 11-46-1.3.1.4.

Project ID 1060-27-02	Highway/Roadway N 46 <sup>th</sup> Street	Limits/Termini Selig Dr to N. Frontage Rd	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 25 MPH	Design Year AADT (year) Unknown (Local road)

### Section 1 Bicycle Accommodations

If bicycle accommodation projects were proposed and funded under the Transportation Enhancement (TE), Congestion Mitigation & Air Quality (CMAQ) or Safe Routes to School (SRTS) this exception does not apply. See FDM 11-46-15.4.1, Table 15.1.

#### Urban/Semi Urban Roadways and Bridges

☐ The design year AADT is less than 1500 vpd.

#### Rural/Outlying District Roadways and Bridges (Both boxes must be checked to qualify for the exception for absence of need.)

☐ The construction year ADT is less than 750 vpd and any of the following conditions apply:

- Roadway is not in the Wisconsin Bicycle Transportation Plan or other government-endorsed WisDOT supported bicycle plan.
- Two-way bicycle volume is projected to be less than 25 cyclists per day on the 10 most traveled days of the year.
- Bicycle accommodations are not needed to complete gaps in an otherwise continuous bicycle route.
- Bicycle accommodations are not needed to connect communities or urban areas within 3 miles of each other.

☐ There will be no significant development within the next 10 years based on an official land use plan or the design year ADT is less than 750\*.

\* If the design year ADT is less than 750, consider establishing a bikeway that (1) will complete a gap of one mile or less in an otherwise continuous bike route (2) Make a connection of not more than 3 miles from communities or urban areas to a town or county roadway network, excluding any dead end roadway.

### Section 2 Pedestrian Accommodations

#### Urban/Semi Urban Roadway and Bridges

☒ The roadway travels through an urban area however a portion of this roadway has an outlying district and there is no significant development, based on an official land use plan, within the next 10 years.

☐ This is a semi urban area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average not more than 200 feet apart or where both sides of the roadway considered collectively average not more than 200 feet apart (does not meet omission).

☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited

☒ County land use, bike and pedestrian, and transportation plans cited

☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development. Milwaukee County Bicycle Accommodations Plan. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin

#### Outlying District/Rural Roadways or Bridges

☐ The roadway travels through an outlying district or rural area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average more than 200 feet apart and there is no significant development, based on an official land use plan, within the next 10 years.

☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited

☐ County land use, bike and pedestrian, and transportation plans cited

☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

### Section 3 Bicycle and Pedestrian Accommodations within Project Design Life

#### Roadway/Bridge Design Life

Defined as 20 years for a roadway, 75 years for a bridge (refer to FDM 1.3.1.4.1 Sidewalks, FDM 1.3.1.4.2 Bikeways).

☐ Project evaluated changing patterns of use during the design life of the highway

☐ Use is expected to increase (does not meet omission).

☐ Use is not expected to increase.

☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited

☐ County land use, bike and pedestrian, and transportation plans cited

☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway 44 <sup>th</sup> Street	Limits/Termini Selig Dr to 600' South of Stadium North parking lot driveway	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 400 (2012)	Design Year AADT (year) 2,300 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 3 Lane Width: 16' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 2-4 Lane Width: 12'-16' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input checked="" type="checkbox"/> Sidewalk: <input checked="" type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input checked="" type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

## EXCEPTION 4 – ABSENCE OF NEED WORKSHEET – FDM 11-46-1.3.1.4

Resolution required for this exception. Community resolution states that conditions are met for this exception after initial consultation with WisDOT. Attach a report justifying the exception in accordance with FDM 11-46-1.3.1.4.

Project ID 1060-27-02	Highway/Roadway 44 <sup>th</sup> Street	Limits/Termini Selig Dr to 600' South of Stadium North parking lot driveway	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 35 MPH	Design Year AADT (year) 2,300 (2040)

### Section 1 Bicycle Accommodations

If bicycle accommodation projects were proposed and funded under the Transportation Enhancement (TE), Congestion Mitigation & Air Quality (CMAQ) or Safe Routes to School (SRTS) this exception does not apply. See FDM 11-46-15.4.1, Table 15.1.

#### Urban/Semi Urban Roadways and Bridges

- ☐ The design year AADT is less than 1500 vpd.

#### Rural/Outlying District Roadways and Bridges (Both boxes must be checked to qualify for the exception for absence of need.)

- ☐ The construction year ADT is less than 750 vpd and any of the following conditions apply:
- Roadway is not in the Wisconsin Bicycle Transportation Plan or other government-endorsed WisDOT supported bicycle plan.
  - Two-way bicycle volume is projected to be less than 25 cyclists per day on the 10 most traveled days of the year.
  - Bicycle accommodations are not needed to complete gaps in an otherwise continuous bicycle route.
  - Bicycle accommodations are not needed to connect communities or urban areas within 3 miles of each other.
- ☐ There will be no significant development within the next 10 years based on an official land use plan or the design year ADT is less than 750\*.

\* If the design year ADT is less than 750, consider establishing a bikeway that (1) will complete a gap of one mile or less in an otherwise continuous bike route (2) Make a connection of not more than 3 miles from communities or urban areas to a town or county roadway network, excluding any dead end roadway.

### Section 2 Pedestrian Accommodations

#### Urban/Semi Urban Roadway and Bridges

- ☒ The roadway travels through an urban area however a portion of this roadway has an outlying district and there is no significant development, based on an official land use plan, within the next 10 years.
- ☐ This is a semi urban area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average not more than 200 feet apart or where both sides of the roadway considered collectively average not more than 200 feet apart (does not meet omission).
- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☒ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development. Milwaukee County Bicycle Accommodations Plan. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin

#### Outlying District/Rural Roadways or Bridges

- ☐ The roadway travels through an outlying district or rural area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average more than 200 feet apart and there is no significant development, based on an official land use plan, within the next 10 years.
- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☐ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

### Section 3 Bicycle and Pedestrian Accommodations within Project Design Life

#### Roadway/Bridge Design Life

Defined as 20 years for a roadway, 75 years for a bridge (refer to FDM 1.3.1.4.1 Sidewalks, FDM 1.3.1.4.2 Bikeways).

- ☐ Project evaluated changing patterns of use during the design life of the highway
- ☐ Use is expected to increase (does not meet omission).
- ☐ Use is not expected to increase.
- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☐ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.



# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway W Bluemound Road	Limits/Termini W Bluemound Ct to 400' South of Wisconsin Ave	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 7,533 (2009)	Design Year AADT (year) 12,555 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan and the City of Milwaukee 2010 Bicycle Master Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 4 Lane Width: 12' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 4 Lane Width: 12'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input checked="" type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway North Frontage Road	Limits/Termini N General Mitchell Blvd to 44 <sup>th</sup> St	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) New Construction	Design Year AADT (year) Unknown (New Construction)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: Lane Width: Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 3 Lane Width: 11'-14' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input checked="" type="checkbox"/> New Construction – Trans 75 applies. <input type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input checked="" type="checkbox"/> Sidewalk: <input checked="" type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input checked="" type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input checked="" type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_



### EXCEPTION 3 – CONSTRAINED ENVIRONMENT WORKSHEET – FDM 11-46-1.3.1.3

Resolution required for this exception. Community resolution states that conditions are met for this exception after initial consultation with WisDOT. Attach a report justifying the exception in accordance with FDM 11-46-1.3.1.3.

Project ID 1060-27-02	Highway/Roadway North Frontage Road	Limits/Termini N General Mitchell Blvd to 44 <sup>th</sup> St	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 35 MPH	Design Year AADT (year) Unknown (New road)

#### Section 1 Urban Roadway Constrained Environment

- ☒ The minimum provision of pedestrian and bicycle accommodations (see FDM 11-46-15, Figure 15.1 for sequential preference) would have excessively negative impacts. **At least one of the following must be checked.**
- ☐ The provision of bikeway and sidewalk, or just a sidewalk, would require the reduction of the terrace width to less than 3 feet for more than 50 percent of the total project length.
- ☒ The provision of bicycle and pedestrian facilities would result in the relocation of a residence or business or improvement adjacent to the highway that would dramatically reduce the aesthetic value or functionality of the remaining area.
- ☐ The environmental documentation process shows that providing bike or pedestrian facilities would result in excessively negative impacts or would result in loss or degradation of natural resources, historical or archaeological sites potentially eligible for the National Registry of Historic Places (NRHP).

#### Section 2 Rural Roadway Constrained Environment

- ☐ The minimum provision of bicycle accommodations would have excessively negative impacts. **One of the following must be checked.**
- ☐ The provision of bicycle and pedestrian facilities would result in the relocation of a residence or business or improvement adjacent to the highway that would dramatically reduce the aesthetic value or functionality of the remaining area.
- ☐ The environmental documentation process shows that providing bicycle facilities would result in an unacceptable loss or degradation of natural resources or has an adverse impact on historical or archaeological sites potentially eligible for the National Registry of Historic Places (NRHP).

#### Section 3 Partial Accommodations

##### Urban Roadways and Bridges

###### Pedestrian Accommodations

If sidewalks and bikeways cannot both be accommodated, consideration shall be given to sidewalks before adding bikeways; however the project must include bike/ped facilities to the greatest extent practicable.

- ☐ Pedestrian accommodations are being provided on both sides of roadway.
- ☒ Pedestrian accommodations are being **partially** provided.

Explain: There is an existing sidewalk north of this roadway. A sidewalk south of this roadway will not be provided because of the very limited space between the North Frontage Road and the westbound lanes of I-94.

- ☐ Pedestrian accommodations **are not** being provided.

Explain:

###### Bicycle Accommodations

- ☐ Bicycle accommodations are being provided.
- ☐ Bicycle accommodations are being **partially** provided.

Explain:

- ☐ Bicycle accommodations will be available for portions of the day through parking restrictions.
- ☐ Bicycle accommodations will be available on a parallel route.

Explain:

- ☒ Bicycle accommodations **are not** being provided.

Explain: This roadway is located between Story Parkway on the north and I-94 on the south with very limited space to accommodate wider lanes. Freeway lanes would need to be moved south in order to add bicycle accommodations, which will have negative impacts in the number of preferred parking spaces at Miller Park Stadium.

##### Rural Roadways and Bridges

###### Bicycle Accommodations

- ☐ Bicycle accommodations are being provided.
- ☐ Bicycle accommodations are being **partially** provided.

Explain:

- ☐ Bicycle accommodations will be available on a parallel route.

Explain:

- ☐ Bicycle accommodations **are not** being provided.

Explain:

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway Selig Drive	Limits/Termini N General Mitchell Blvd to Bridge under Miller Pkwy	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) Unknown (Local road)	Design Year AADT (year) 1,400 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 4 Lane Width: 11' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 4 Lane Width: 11'-14' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input type="checkbox"/> Pedestrian accommodations <u>are</u> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Pedestrian accommodations <u>are NOT</u> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input checked="" type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <u>are</u> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <u>are NOT</u> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

Date: \_\_\_\_\_

## EXCEPTION 4 – ABSENCE OF NEED WORKSHEET – FDM 11-46-1.3.1.4

Resolution required for this exception. Community resolution states that conditions are met for this exception after initial consultation with WisDOT. Attach a report justifying the exception in accordance with FDM 11-46-1.3.1.4.

Project ID 1060-27-02	Highway/Roadway Selig Drive	Limits/Termini N General Mitchell Blvd to Bridge under Miler Pkwy	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 25 MPH	Design Year AADT (year) 1,400 (2040)

### Section 1 Bicycle Accommodations

If bicycle accommodation projects were proposed and funded under the Transportation Enhancement (TE), Congestion Mitigation & Air Quality (CMAQ) or Safe Routes to School (SRTS) this exception does not apply. See FDM 11-46-15.4.1, Table 15.1.

#### Urban/Semi Urban Roadways and Bridges

- ☒ The design year AADT is less than 1500 vpd.

#### Rural/Outlying District Roadways and Bridges (Both boxes must be checked to qualify for the exception for absence of need.)

- ☐ The construction year ADT is less than 750 vpd and any of the following conditions apply:
- Roadway is not in the Wisconsin Bicycle Transportation Plan or other government-endorsed WisDOT supported bicycle plan.
  - Two-way bicycle volume is projected to be less than 25 cyclists per day on the 10 most traveled days of the year.
  - Bicycle accommodations are not needed to complete gaps in an otherwise continuous bicycle route.
  - Bicycle accommodations are not needed to connect communities or urban areas within 3 miles of each other.
- ☐ There will be no significant development within the next 10 years based on an official land use plan or the design year ADT is less than 750\*.

\* If the design year ADT is less than 750, consider establishing a bikeway that (1) will complete a gap of one mile or less in an otherwise continuous bike route (2) Make a connection of not more than 3 miles from communities or urban areas to a town or county roadway network, excluding any dead end roadway.

### Section 2 Pedestrian Accommodations

#### Urban/Semi Urban Roadway and Bridges

- ☒ The roadway travels through an urban area however a portion of this roadway has an outlying district and there is no significant development, based on an official land use plan, within the next 10 years.
- ☐ This is a semi urban area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average not more than 200 feet apart or where both sides of the roadway considered collectively average not more than 200 feet apart (does not meet omission).
- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☒ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development. Milwaukee County Bicycle Accommodations Plan. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin

#### Outlying District/Rural Roadways or Bridges

- ☐ The roadway travels through an outlying district or rural area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average more than 200 feet apart and there is no significant development, based on an official land use plan, within the next 10 years.
- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☐ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

### Section 3 Bicycle and Pedestrian Accommodations within Project Design Life

#### Roadway/Bridge Design Life

Defined as 20 years for a roadway, 75 years for a bridge (refer to FDM 1.3.1.4.1 Sidewalks, FDM 1.3.1.4.2 Bikeways).

- ☐ Project evaluated changing patterns of use during the design life of the highway
- ☐ Use is expected to increase (does not meet omission).
- ☐ Use is not expected to increase.
- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☐ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway 35 <sup>th</sup> Street	Limits/Termini 530' South of the I-94 ramps intersection to Mt Vernon Ave	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 16,647 (2009)	Design Year AADT (year) 21,390 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 4-6 Lane Width: 11'-18' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 4-6 Lane Width: 11'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input checked="" type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input checked="" type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway W. Park Hill Avenue	Limits/Termini 50' West of N. 36 <sup>th</sup> Street to 30' East of N. 34 <sup>th</sup> Street	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 1,200 (2012)	Design Year AADT (year) Less than 1500
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 3 Lane Width: 11'-18' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 2 Lane Width: 13'-14' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input checked="" type="checkbox"/> Sidewalk: <input checked="" type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input checked="" type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input checked="" type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

Date: \_\_\_\_\_

## EXCEPTION 4 – ABSENCE OF NEED WORKSHEET – FDM 11-46-1.3.1.4

Resolution required for this exception. Community resolution states that conditions are met for this exception after initial consultation with WisDOT. Attach a report justifying the exception in accordance with FDM 11-46-1.3.1.4.

Project ID 1060-27-02	Highway/Roadway W.Park Hill Avenue	Limits/Termini 50' West of N. 36 <sup>th</sup> Street to 30' East of N. 34 <sup>th</sup> Street	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 35 MPH	Design Year AADT (year) Less than 1500

### Section 1 Bicycle Accommodations

If bicycle accommodation projects were proposed and funded under the Transportation Enhancement (TE), Congestion Mitigation & Air Quality (CMAQ) or Safe Routes to School (SRTS) this exception does not apply. See FDM 11-46-15.4.1, Table 15.1.

#### Urban/Semi Urban Roadways and Bridges

☒ The design year AADT is less than 1500 vpd.

#### Rural/Outlying District Roadways and Bridges (Both boxes must be checked to qualify for the exception for absence of need.)

☐ The construction year ADT is less than 750 vpd and any of the following conditions apply:

- Roadway is not in the Wisconsin Bicycle Transportation Plan or other government-endorsed WisDOT supported bicycle plan.
- Two-way bicycle volume is projected to be less than 25 cyclists per day on the 10 most traveled days of the year.
- Bicycle accommodations are not needed to complete gaps in an otherwise continuous bicycle route.
- Bicycle accommodations are not needed to connect communities or urban areas within 3 miles of each other.

☐ There will be no significant development within the next 10 years based on an official land use plan or the design year ADT is less than 750\*.

\* If the design year ADT is less than 750, consider establishing a bikeway that (1) will complete a gap of one mile or less in an otherwise continuous bike route (2) Make a connection of not more than 3 miles from communities or urban areas to a town or county roadway network, excluding any dead end roadway.

### Section 2 Pedestrian Accommodations

#### Urban/Semi Urban Roadway and Bridges

☐ The roadway travels through an urban area however a portion of this roadway has an outlying district and there is no significant development, based on an official land use plan, within the next 10 years.

☐ This is a semi urban area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average not more than 200 feet apart or where both sides of the roadway considered collectively average not more than 200 feet apart (does not meet omission).

- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☐ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

#### Outlying District/Rural Roadways or Bridges

☐ The roadway travels through an outlying district or rural area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average more than 200 feet apart and there is no significant development, based on an official land use plan, within the next 10 years.

- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☐ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

### Section 3 Bicycle and Pedestrian Accommodations within Project Design Life

#### Roadway/Bridge Design Life

Defined as 20 years for a roadway, 75 years for a bridge (refer to FDM 1.3.1.4.1 Sidewalks, FDM 1.3.1.4.2 Bikeways).

☐ Project evaluated changing patterns of use during the design life of the highway

☐ Use is expected to increase (does not meet omission).

☐ Use is not expected to increase.

- ☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited
- ☐ County land use, bike and pedestrian, and transportation plans cited
- ☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.



# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway 32 <sup>nd</sup> Street	Limits/Termini Canal St to Park Hill Ave	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 2,700 (2014)	Design Year AADT (year) Unknown (Local road)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan and the City of Milwaukee 2010 Bicycle Master Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 2 Lane Width: 16' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 2 Lane Width: 12'-16' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.** ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
--	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_



# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway 27 <sup>th</sup> Street	Limits/Termini Rail tracks to Clybourn St	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 15,066-22,599 (2009-2012)	Design Year AADT (year) 20,460-21,855 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 4-5 Lane Width: 11'-14' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 4-6 Lane Width: 11'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input checked="" type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input checked="" type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
--	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway N 26 <sup>th</sup> Street	Limits/Termini St Paul Ave to 120' North of St Paul Ave	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 3,000 (2009)	Design Year AADT (year) Unknown (local road)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 2 Lane Width: 13'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 2 Lane Width: 15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway N 25 <sup>th</sup> Street	Limits/Termini 100' South of St Paul Ave to 320' North of St Paul Ave	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 12,700 (2012)	Design Year AADT (year) Unknown (local road)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 2 Lane Width: 18'-21' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 3 Lane Width: 11'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input checked="" type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input checked="" type="checkbox"/> Sidewalk: <input checked="" type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

## EXCEPTION 4 – ABSENCE OF NEED WORKSHEET – FDM 11-46-1.3.1.4

Resolution required for this exception. Community resolution states that conditions are met for this exception after initial consultation with WisDOT. Attach a report justifying the exception in accordance with FDM 11-46-1.3.1.4.

Project ID 1060-27-02	Highway/Roadway N 25 <sup>th</sup> Street	Limits/Termini 100' South of St Paul Ave to 320' North of St Paul Ave	
County Milwaukee	Unit of Government City of Milwaukee	Proposed posted speed 35 MPH	Design Year AADT (year) Unknown (local road)

### Section 1 Bicycle Accommodations

If bicycle accommodation projects were proposed and funded under the Transportation Enhancement (TE), Congestion Mitigation & Air Quality (CMAQ) or Safe Routes to School (SRTS) this exception does not apply. See FDM 11-46-15.4.1, Table 15.1.

#### Urban/Semi Urban Roadways and Bridges

☐ The design year AADT is less than 1500 vpd.

#### Rural/Outlying District Roadways and Bridges (Both boxes must be checked to qualify for the exception for absence of need.)

☐ The construction year ADT is less than 750 vpd and any of the following conditions apply:

- Roadway is not in the Wisconsin Bicycle Transportation Plan or other government-endorsed WisDOT supported bicycle plan.
- Two-way bicycle volume is projected to be less than 25 cyclists per day on the 10 most traveled days of the year.
- Bicycle accommodations are not needed to complete gaps in an otherwise continuous bicycle route.
- Bicycle accommodations are not needed to connect communities or urban areas within 3 miles of each other.

☐ There will be no significant development within the next 10 years based on an official land use plan or the design year ADT is less than 750\*.

\* If the design year ADT is less than 750, consider establishing a bikeway that (1) will complete a gap of one mile or less in an otherwise continuous bike route (2) Make a connection of not more than 3 miles from communities or urban areas to a town or county roadway network, excluding any dead end roadway.

### Section 2 Pedestrian Accommodations

#### Urban/Semi Urban Roadway and Bridges

☒ The roadway travels through an urban area however a portion of this roadway has an outlying district and there is no significant development, based on an official land use plan, within the next 10 years.

☐ This is a semi urban area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average not more than 200 feet apart or where both sides of the roadway considered collectively average not more than 200 feet apart (does not meet omission).

☒ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited

☐ County land use, bike and pedestrian, and transportation plans cited

☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development. Milwaukee County Bicycle Accommodations Plan. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin

#### Outlying District/Rural Roadways or Bridges

☐ The roadway travels through an outlying district or rural area where on each side of the roadway within any 1,000 feet along the roadway the buildings fronting thereon average more than 200 feet apart and there is no significant development, based on an official land use plan, within the next 10 years.

☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited

☐ County land use, bike and pedestrian, and transportation plans cited

☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

### Section 3 Bicycle and Pedestrian Accommodations within Project Design Life

#### Roadway/Bridge Design Life

Defined as 20 years for a roadway, 75 years for a bridge (refer to FDM 1.3.1.4.1 Sidewalks, FDM 1.3.1.4.2 Bikeways).

☐ Project evaluated changing patterns of use during the design life of the highway

☐ Use is expected to increase (does not meet omission).

☐ Use is not expected to increase.

☐ Local (City, Village or Town) land use, bike and pedestrian, and transportation plans cited

☐ County land use, bike and pedestrian, and transportation plans cited

☐ MPO and/or RPC plans cited

Cite the source used to describe the planned development.

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway W St. Paul Avenue	Limits/Termini 29 <sup>th</sup> St to 200 <sup>th</sup> East of 25 <sup>th</sup> St	
County Milwaukee	Unit of Government City of Milwaukee	Existing AADT (year) 3,069 (2009)	Design Year AADT (year) 3,720 (2040)
List of local land use plans reviewed /considered. Milwaukee Comprehensive Plan Citywide Policy Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Milwaukee County Bicycle Accommodations Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 4 Lane Width: 11' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 4-6 Lane Width: 11'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input checked="" type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
---	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**        ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_



# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway W National Avenue	Limits/Termini 400' east of Miller Parkway and 49 <sup>th</sup> St	
County Milwaukee	Unit of Government City of West Milwaukee	Existing AADT (year) 3,069 (2009)	Design Year AADT (year) 3,720 (2040)
List of local land use plans reviewed /considered.	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered.	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 4-8 Lane Width: 11'-12' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 4-8 Lane Width: 11'-12' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

Date: \_\_\_\_\_



# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway Miller Parkway	Limits/Termini W. National Ave. to 400 ft south of W. National Ave.	
County Milwaukee	Unit of Government City of West Milwaukee	Existing AADT (year) New Construction (Local road)	Design Year AADT (year) Unknown (Local road)
List of local land use plans reviewed /considered.	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered.	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 6-7 Lane Width: 12' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 6-8 Lane Width: 11'-15' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input checked="" type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input checked="" type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**    ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Project Manager)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

Date: \_\_\_\_\_

# TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID 1060-27-02	Highway/Roadway W Washington Street	Limits/Termini 70 <sup>th</sup> St to 60 <sup>th</sup> St	
County Milwaukee	Unit of Government City of West Allis	Existing AADT (year) New Construction	Design Year AADT (year) Unknown (Local road)
List of local land use plans reviewed /considered. West Allis 2030 Land Use Plan	List of regional land use plans reviewed /considered. SEWRPC 2035 Regional Land Use Plan for Southeast Wisconsin	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. City of West Allis Bicycle and Pedestrian Master Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. SEWRPC Planning Report No. 49 Regional Transportation System Plan for Southeast Wisconsin
Existing Facility Number of Lanes: 2-4 Lane Width: 11'-20' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: 3 Lane Width: 11'-14' Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input checked="" type="checkbox"/> Urban Sidewalk: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: : <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	

## Section 1 Project Type (check all that apply) (Trans 75 and FDM 11-46-1)

This project is: <input checked="" type="checkbox"/> New Construction – Trans 75 applies. <input type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.	<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.
--	--

## Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

<input checked="" type="checkbox"/> Pedestrian accommodations <b>are</b> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input checked="" type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided  *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Pedestrian accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.
--	--

## Section 3 Bicycle Accommodations (check all that apply) (FDM 11-46-15)

<input checked="" type="checkbox"/> Bicycle accommodations <b>are</b> being provided by: <input checked="" type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is        feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.**        ** Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.	<input type="checkbox"/> Bicycle accommodations <b>are NOT</b> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.
---	---

## Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

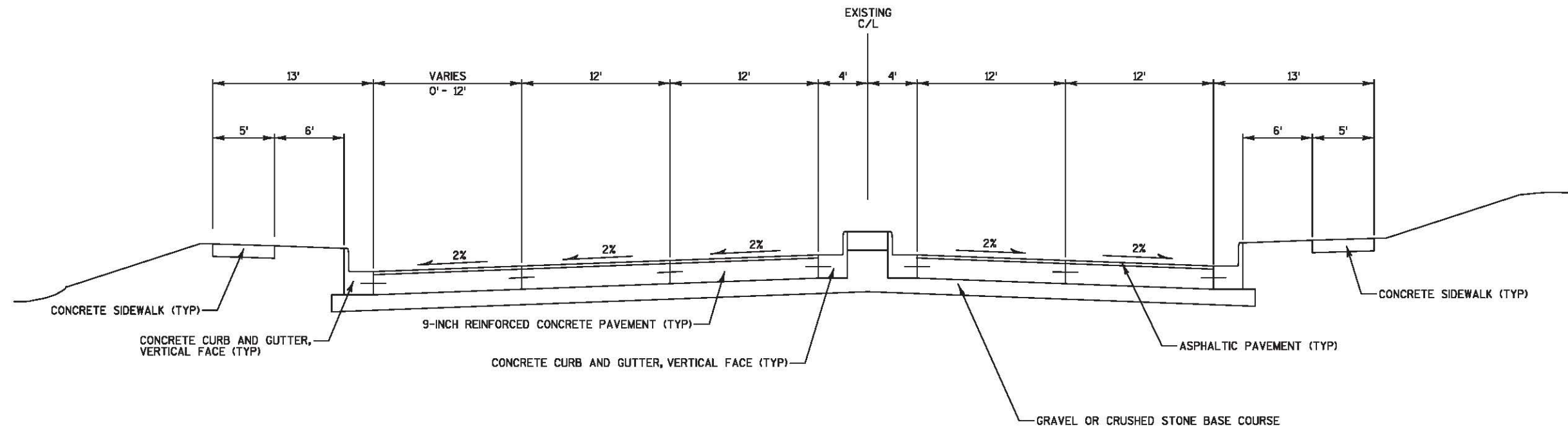
Printed Name (WisDOT Regional Project Manager)

Date: \_\_\_\_\_

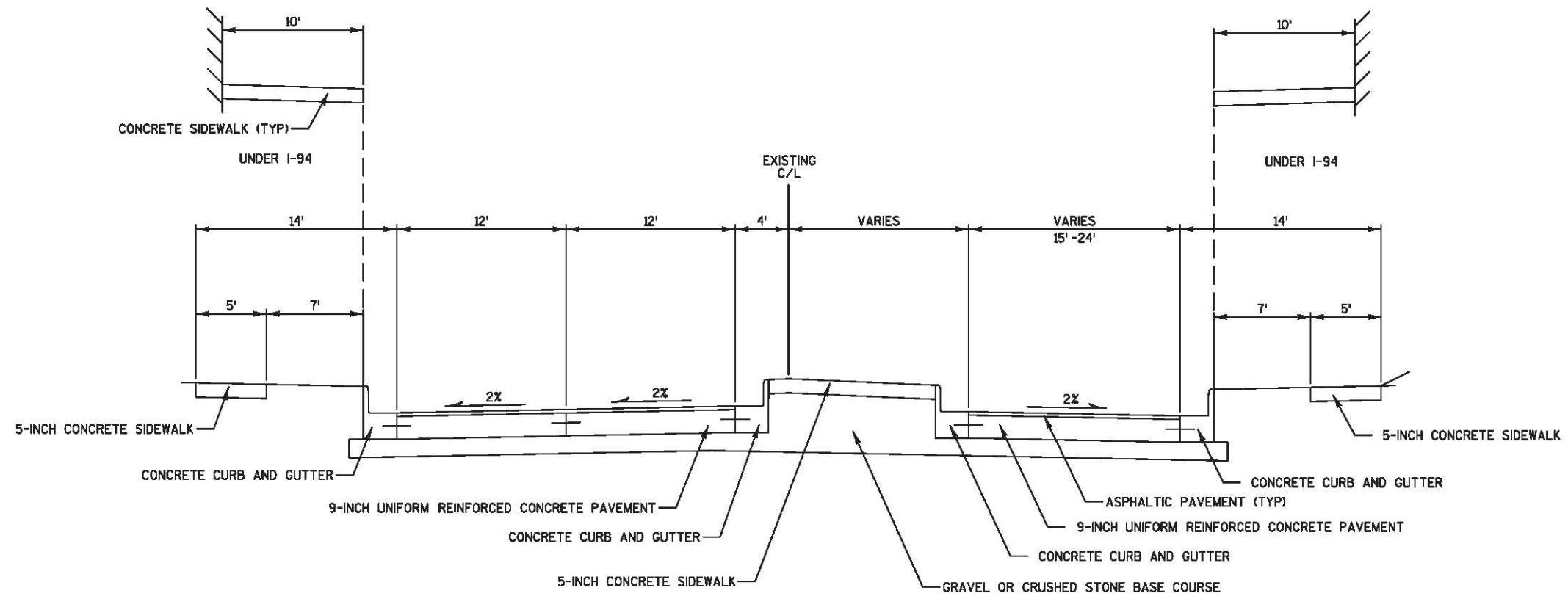
Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: \_\_\_\_\_

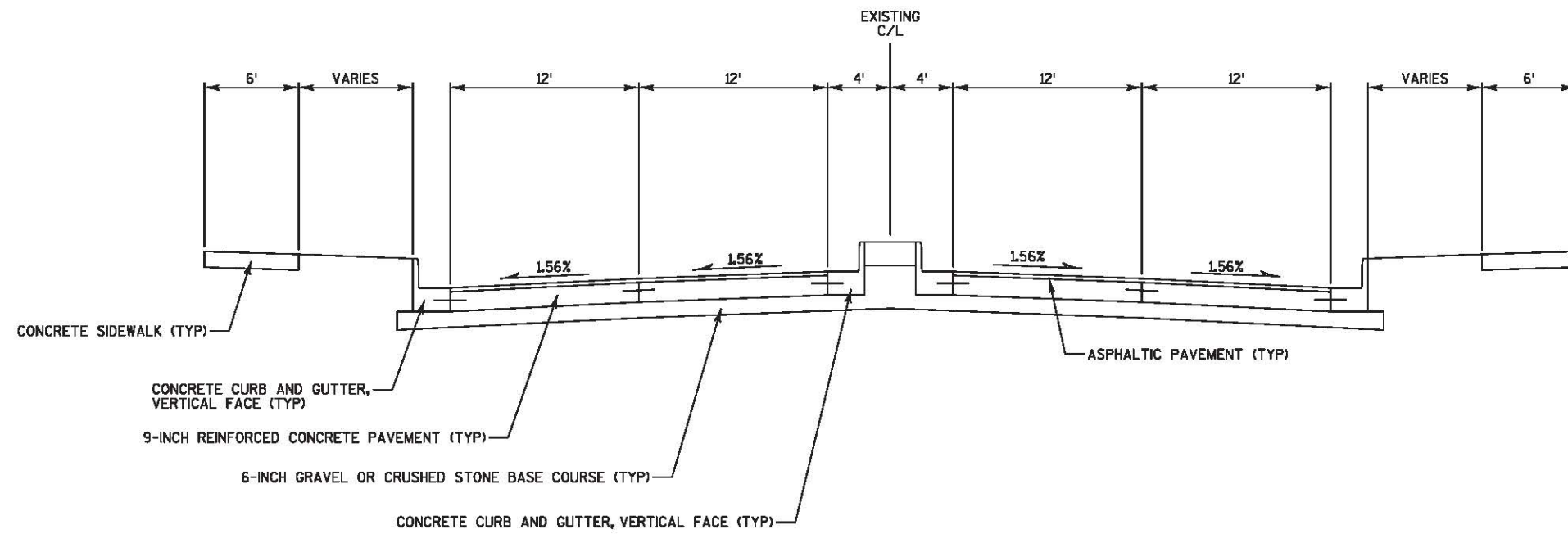


TYPICAL EXISTING SECTION

70TH ST  
(W. ADLER ST TO W. KEARNEY ST)

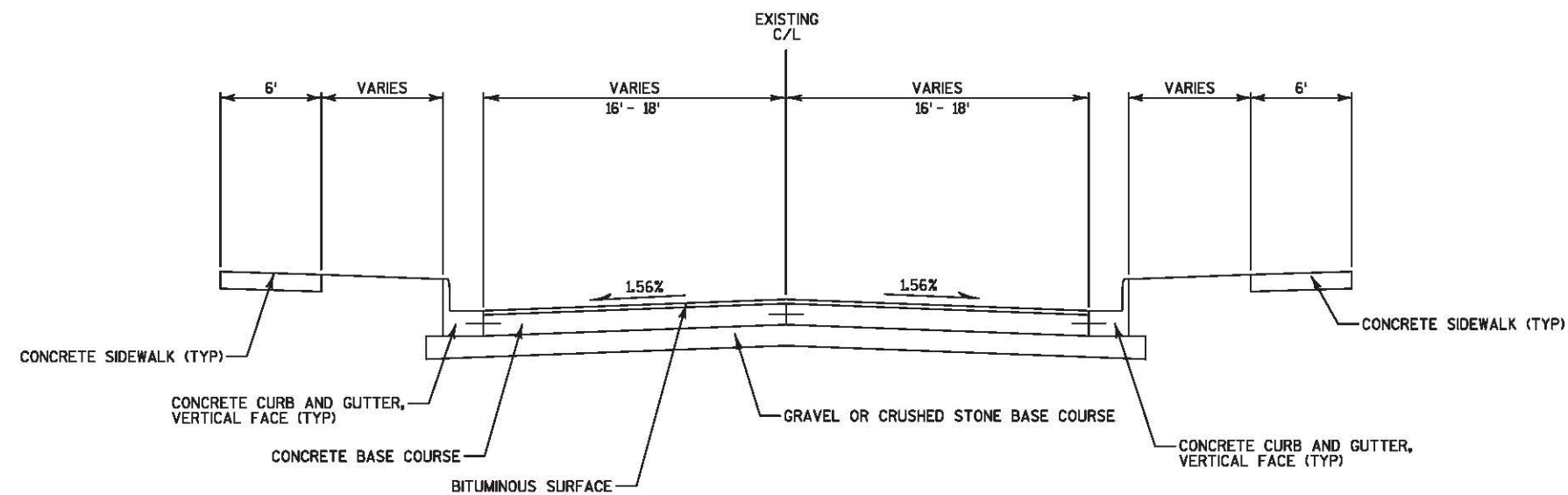
TYPICAL EXISTING SECTION

70TH ST  
(W. KEARNEY ST TO W. O'CONNOR ST)



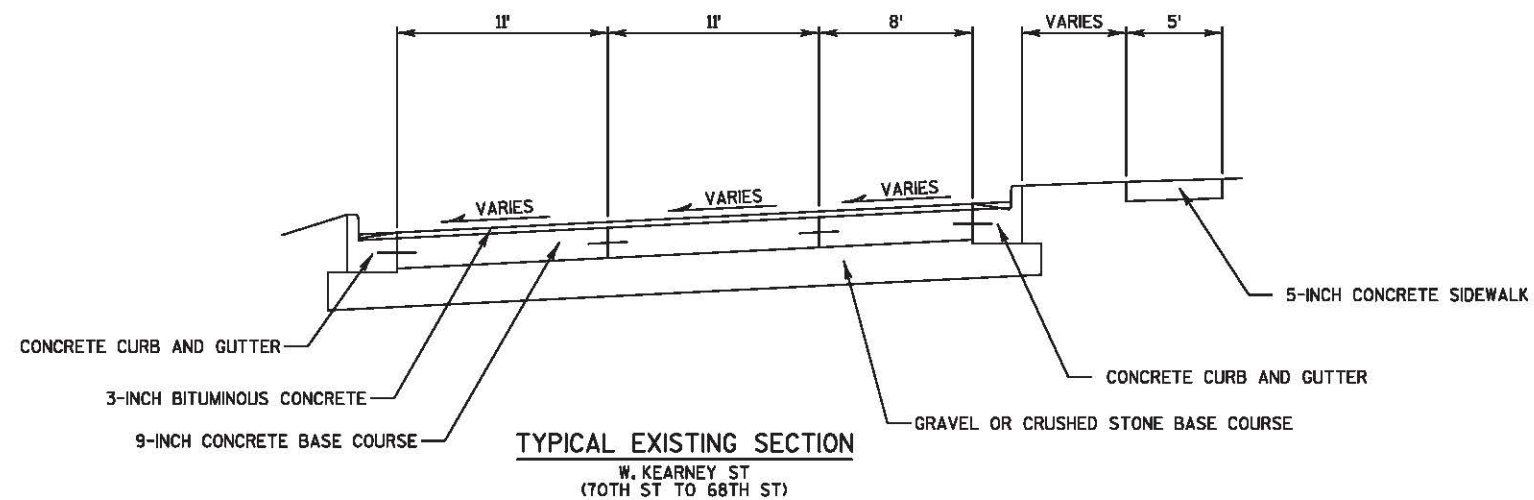
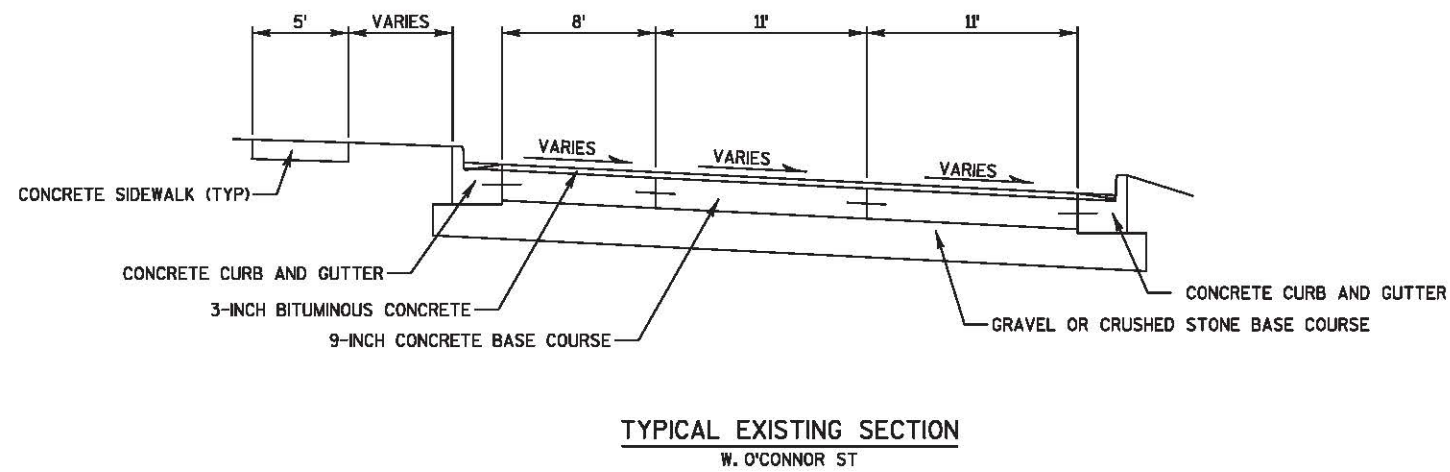
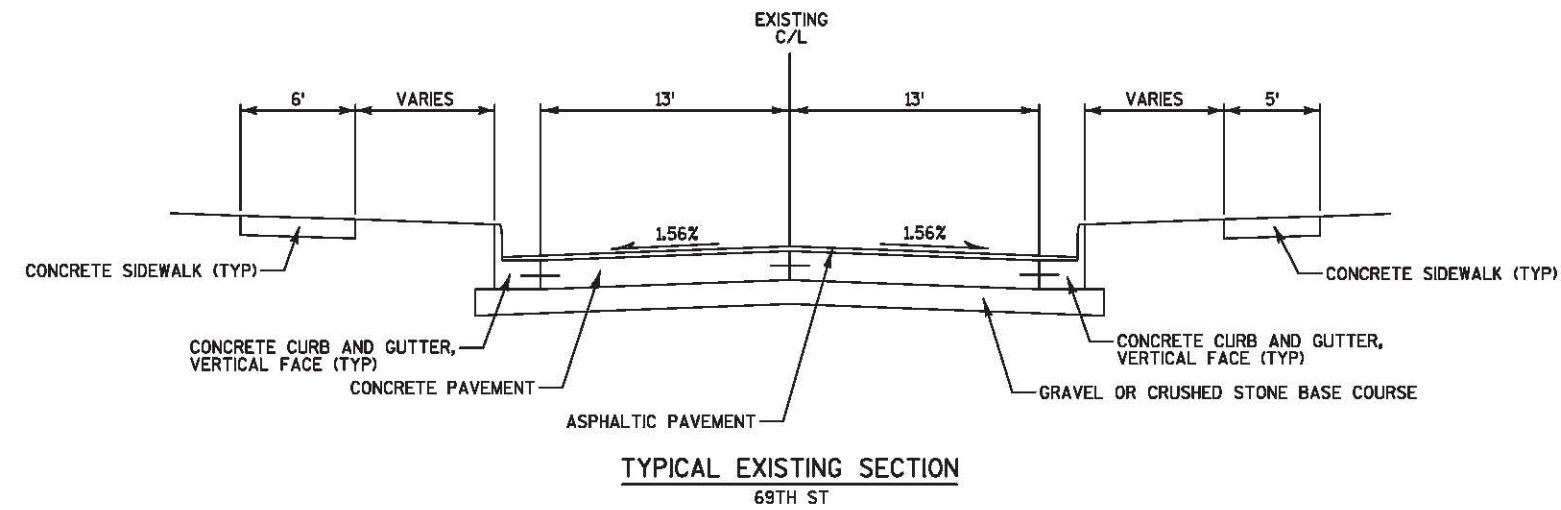
### TYPICAL EXISTING SECTION

68TH ST  
W. KEARNEY ST TO W. O'CONNOR ST

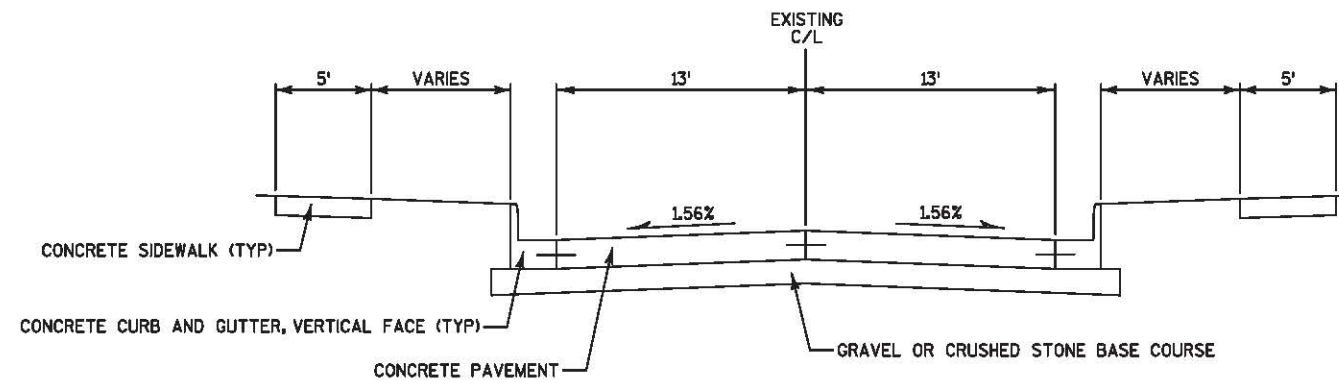


### TYPICAL EXISTING SECTION

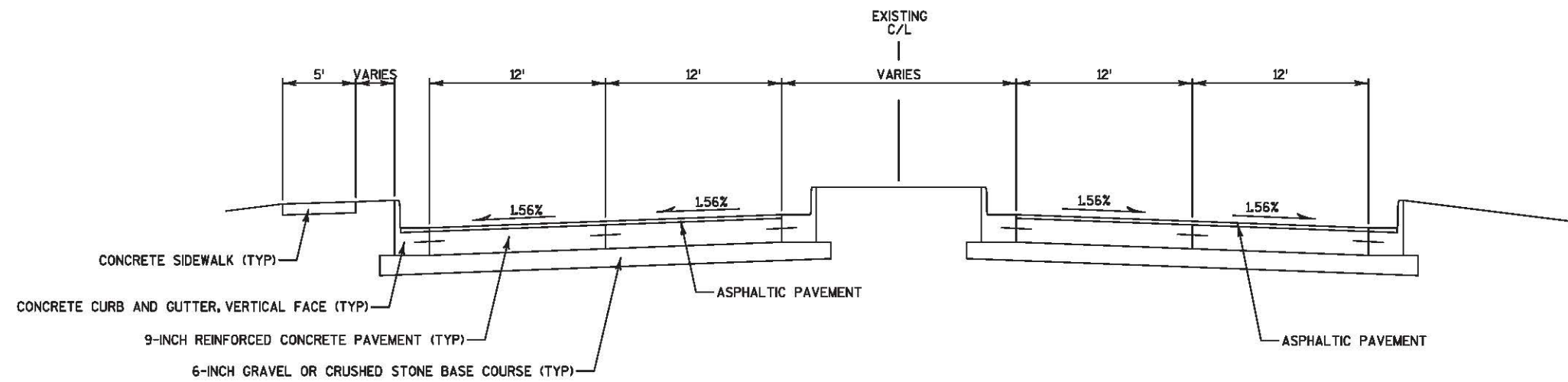
68TH ST  
(NORTH OF W. O'CONNOR ST AND  
SOUTH OF W. KEARNEY ST)



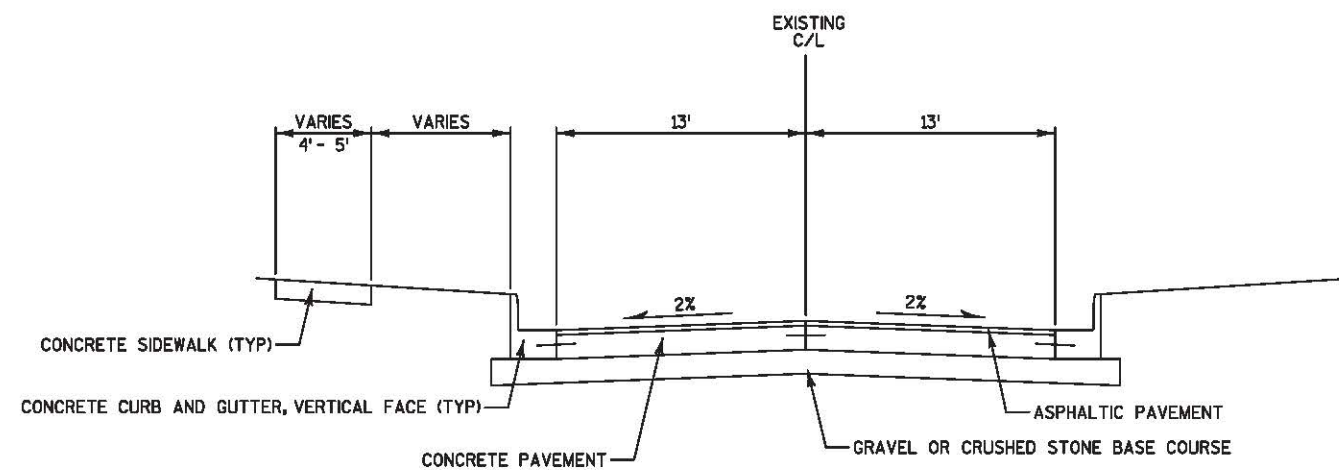




TYPICAL EXISTING SECTION  
64TH ST

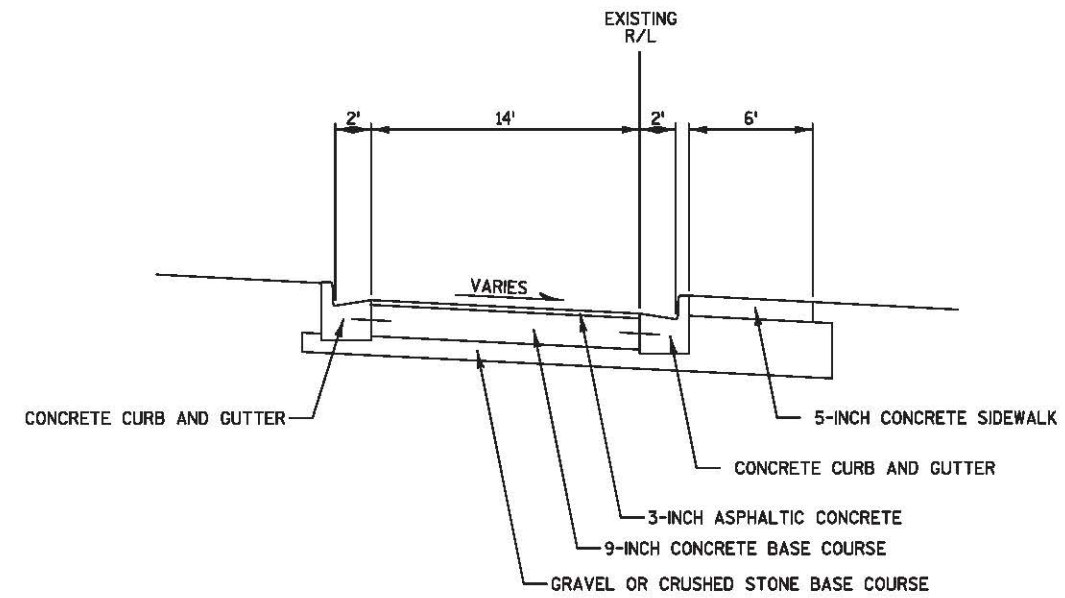


TYPICAL EXISTING SECTION  
HAWLEY RD

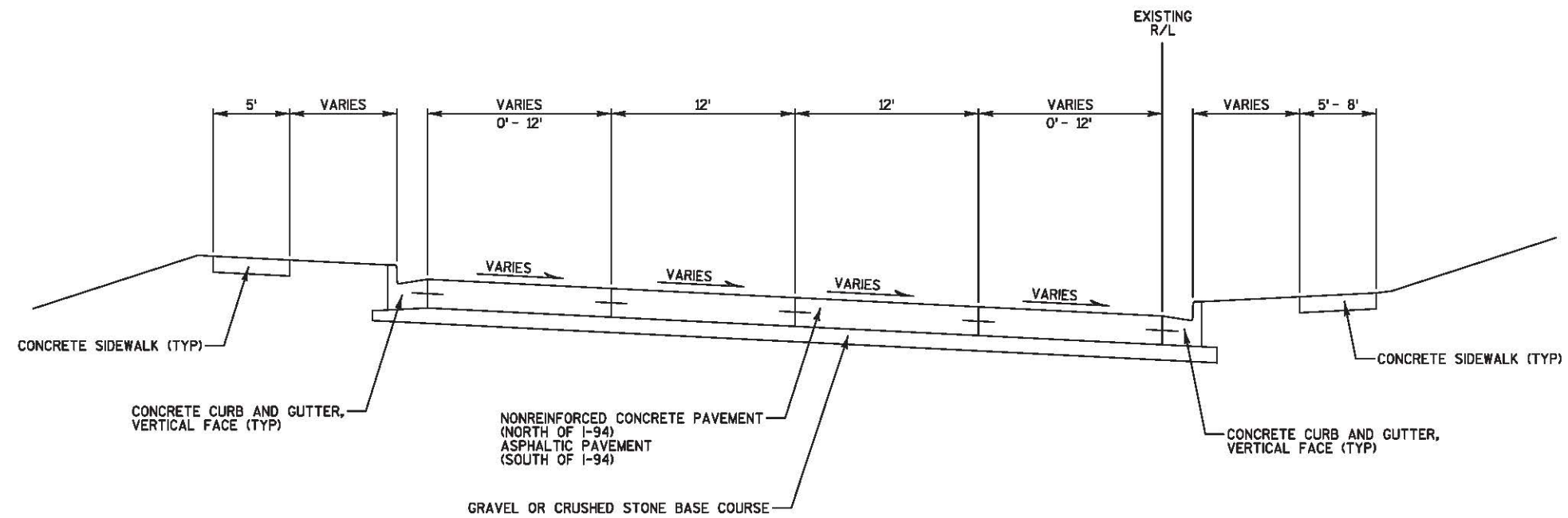


TYPICAL EXISTING SECTION  
S. DANA CT

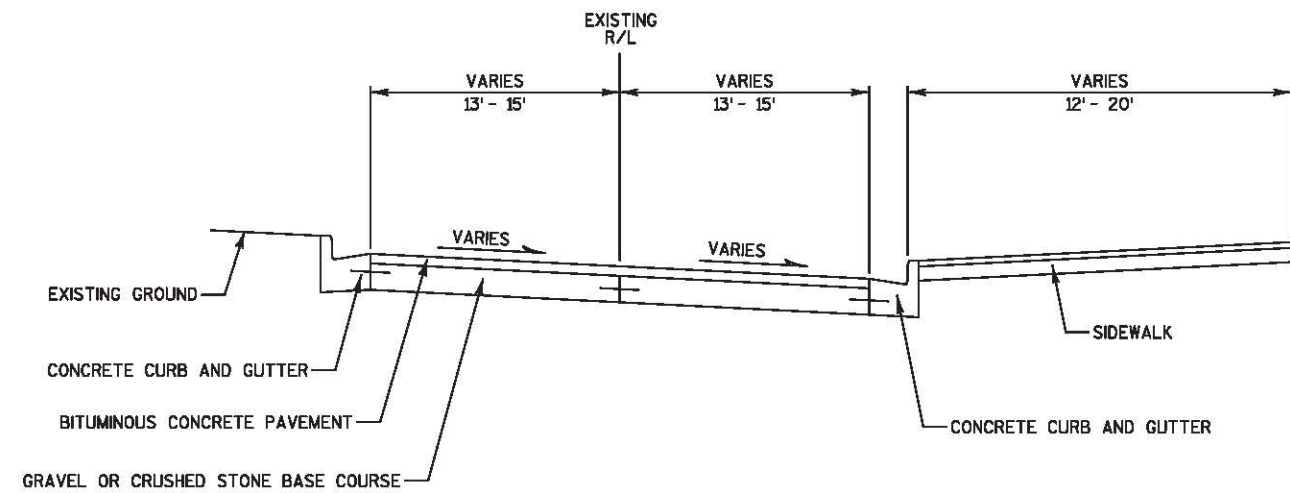




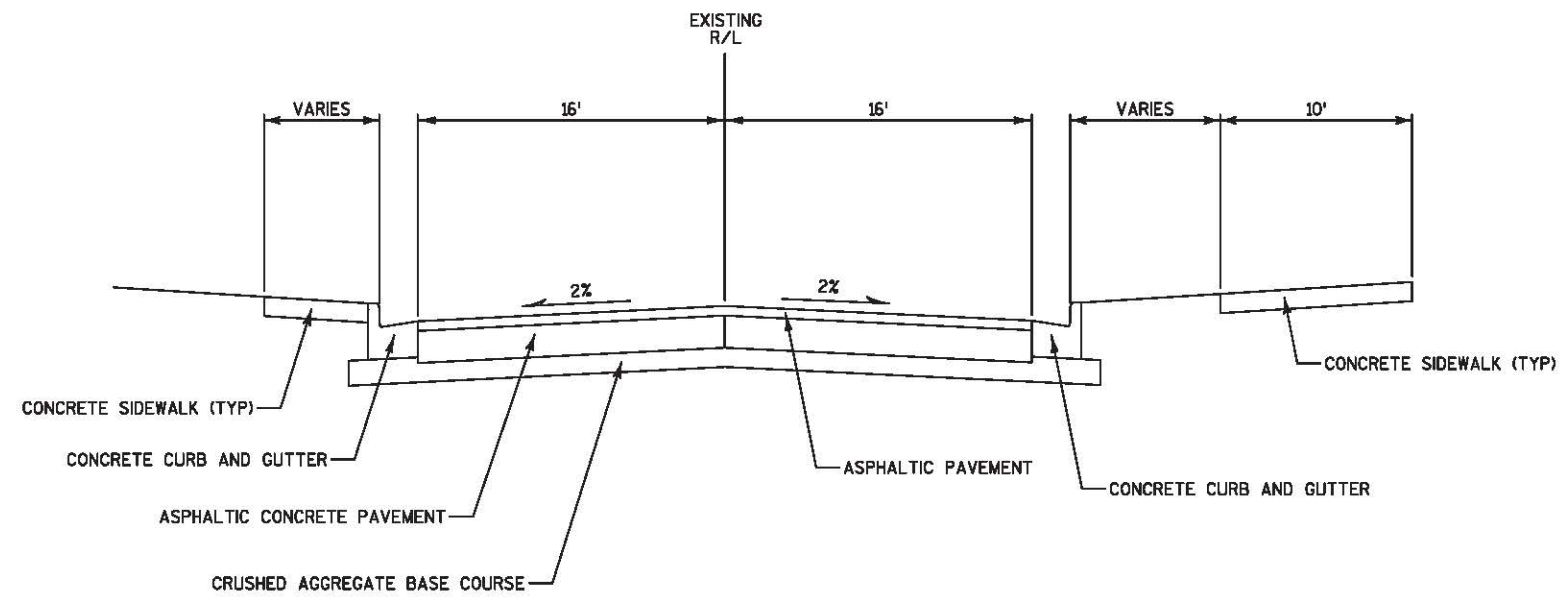
**TYPICAL EXISTING SECTION**  
ZABLOCKI DRIVE



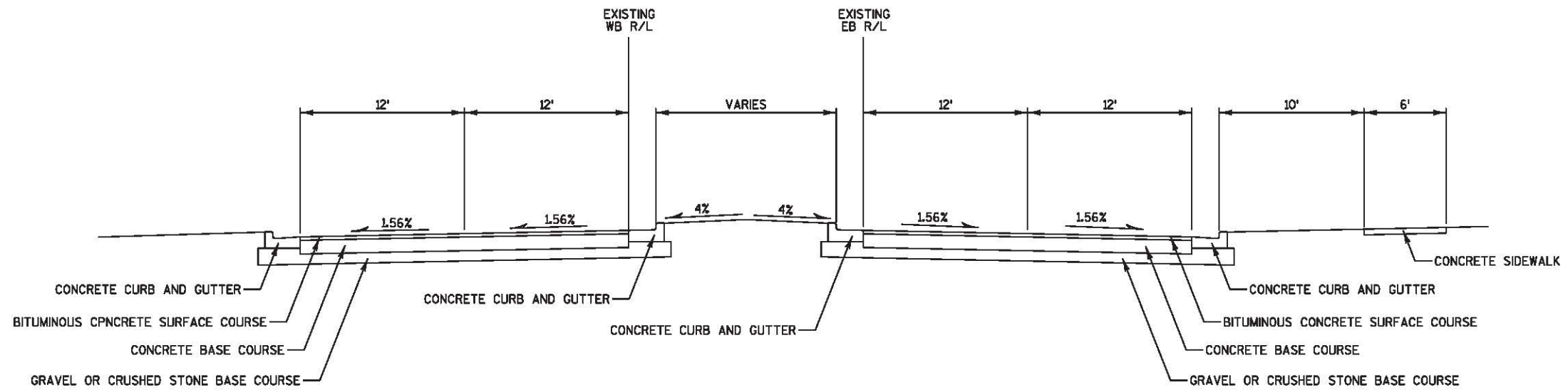
**TYPICAL EXISTING SECTION**  
N. GENERAL MITCHELL BLVD



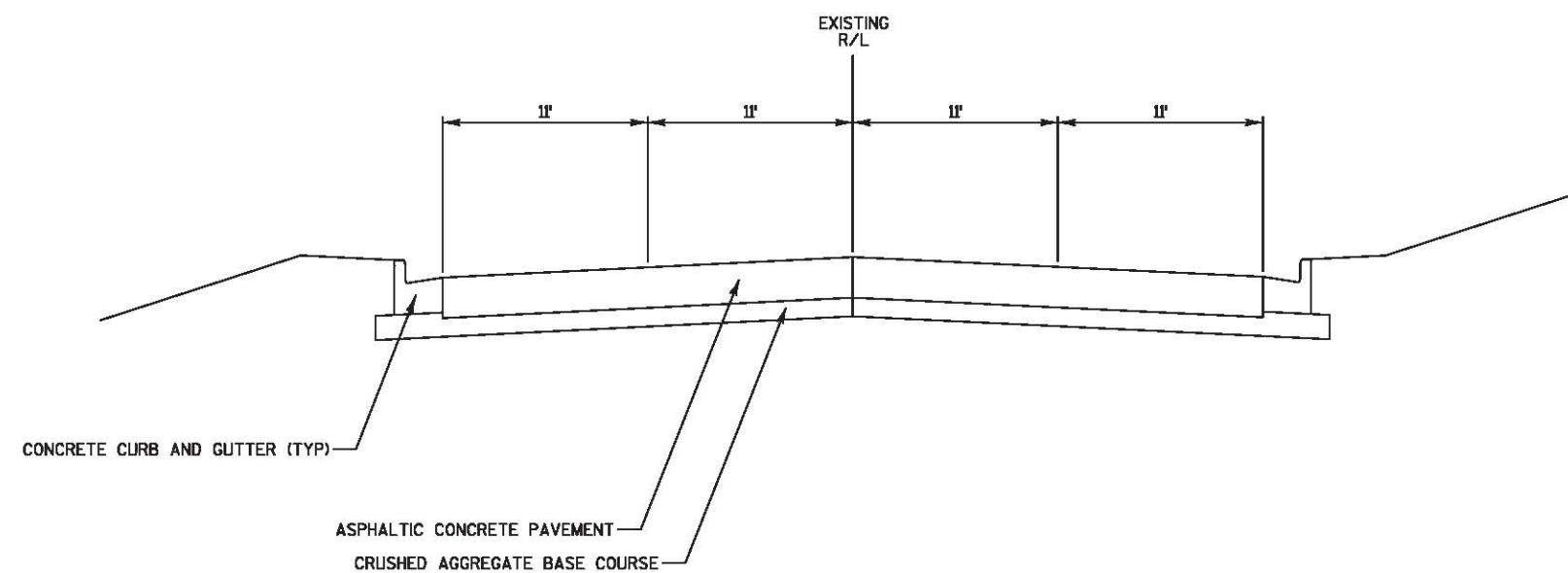
**TYPICAL EXISTING SECTION**  
YOUNT DR



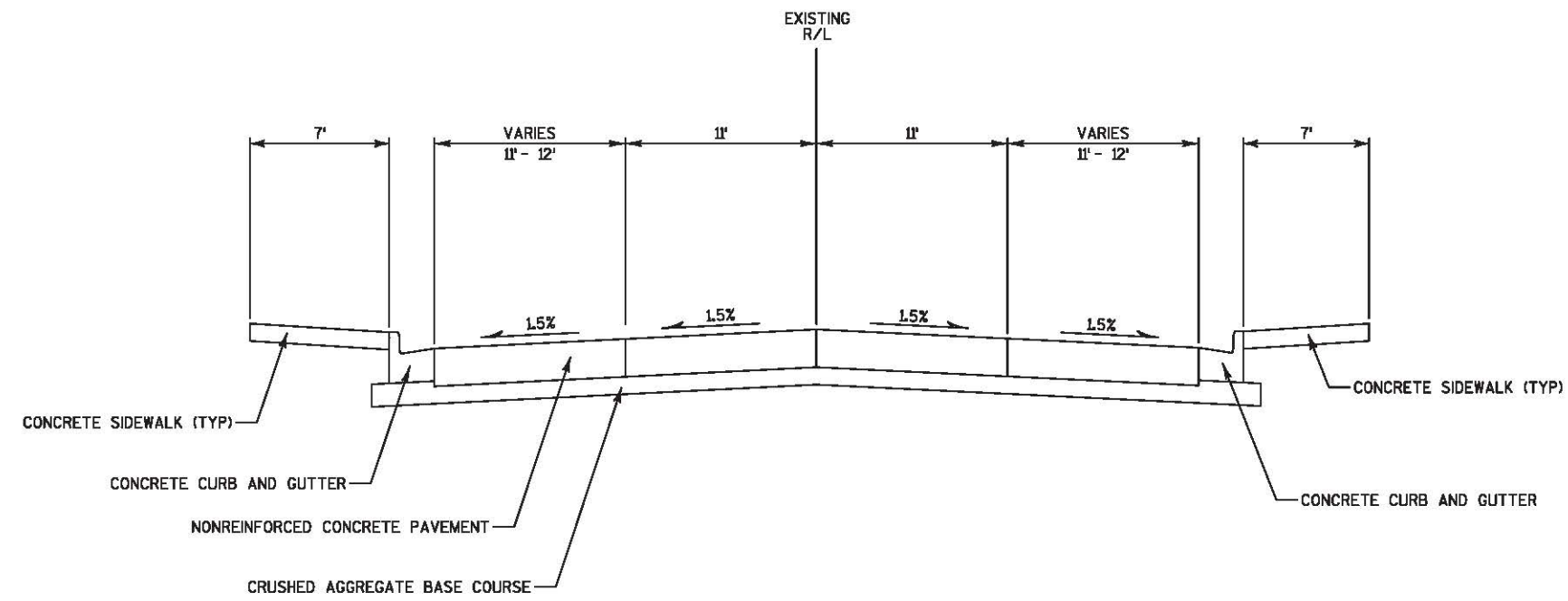
**TYPICAL EXISTING SECTION**  
44TH ST



**TYPICAL EXISTING SECTION**  
W. BLUEMOUND RD

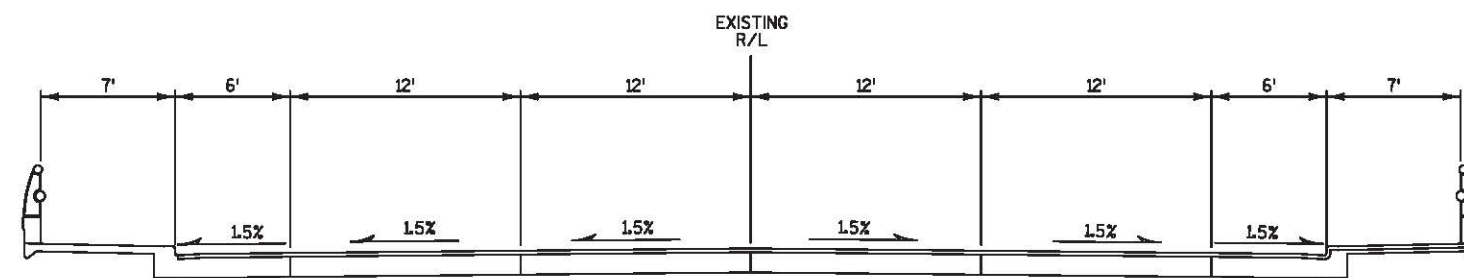


**TYPICAL EXISTING SECTION**  
SELIG DR



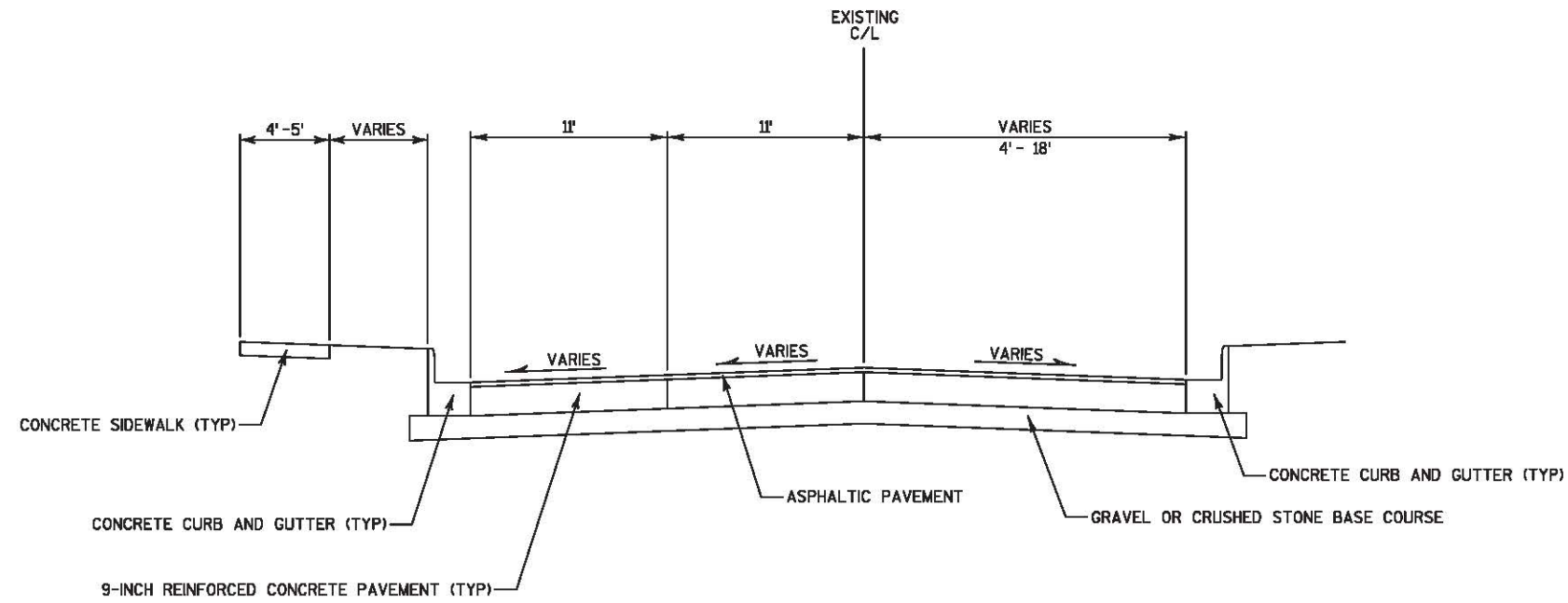
TYPICAL EXISTING SECTION

N. 35TH ST  
(NORTH OF I-94)

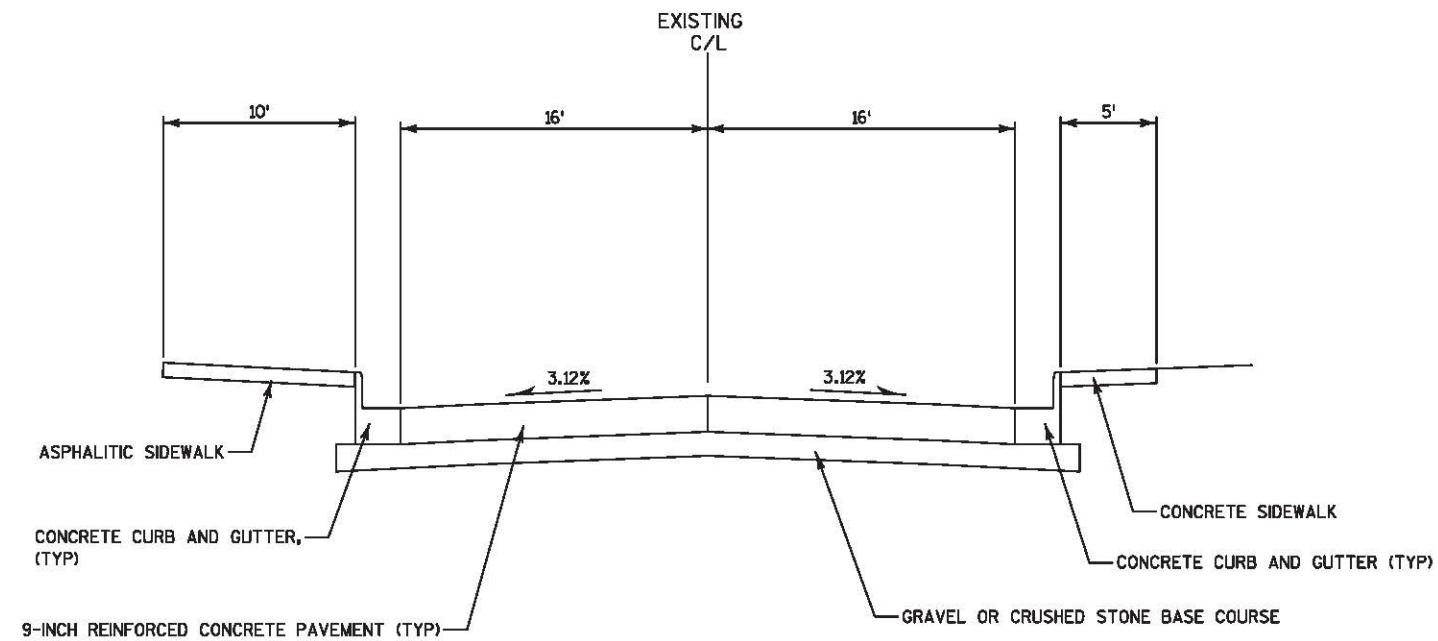


TYPICAL EXISTING SECTION

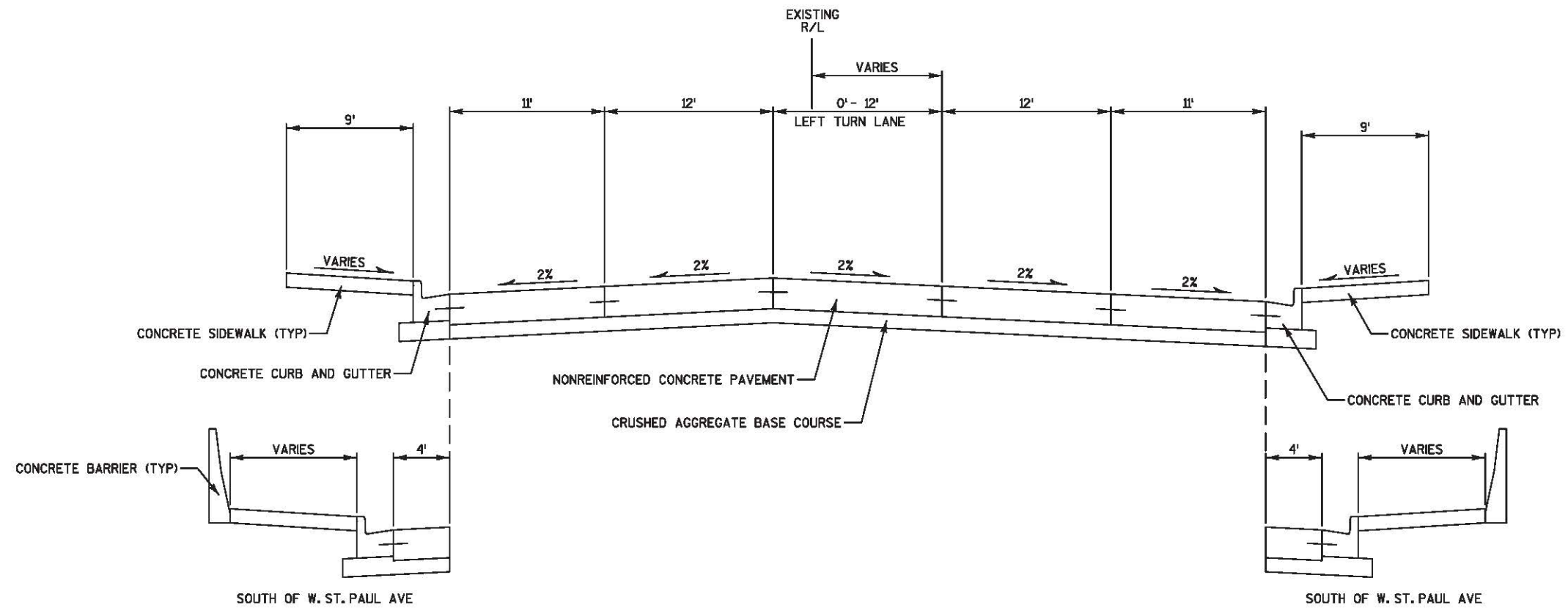
S. 35TH ST  
(SOUTH OF I-94)



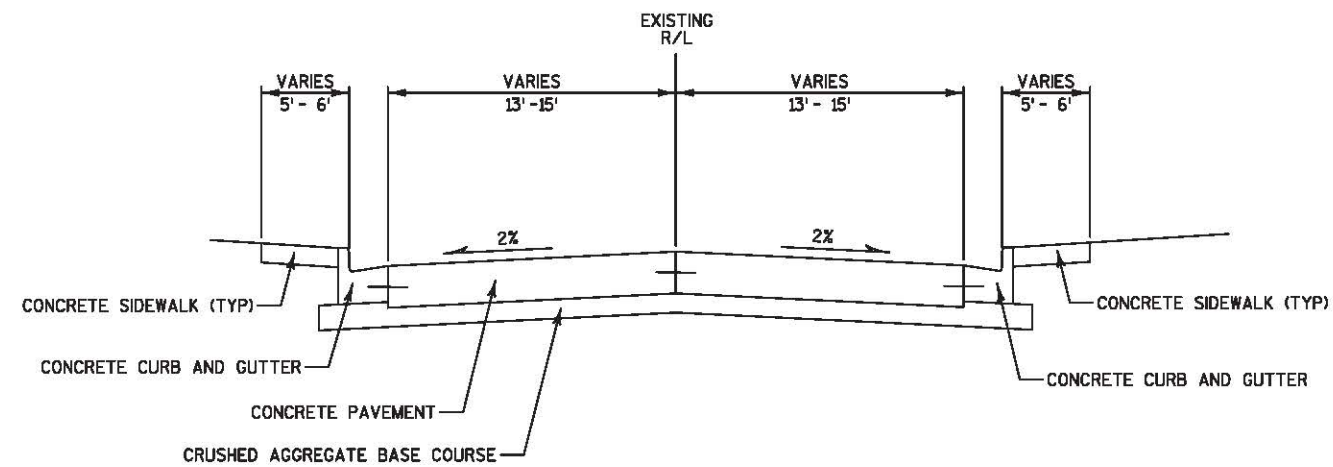
**TYPICAL EXISTING SECTION**  
W. PARK HILL AVE



**TYPICAL EXISTING SECTION**  
32ND STREET  
(W. CANAL ST TO W. PARK HILL AVE.)



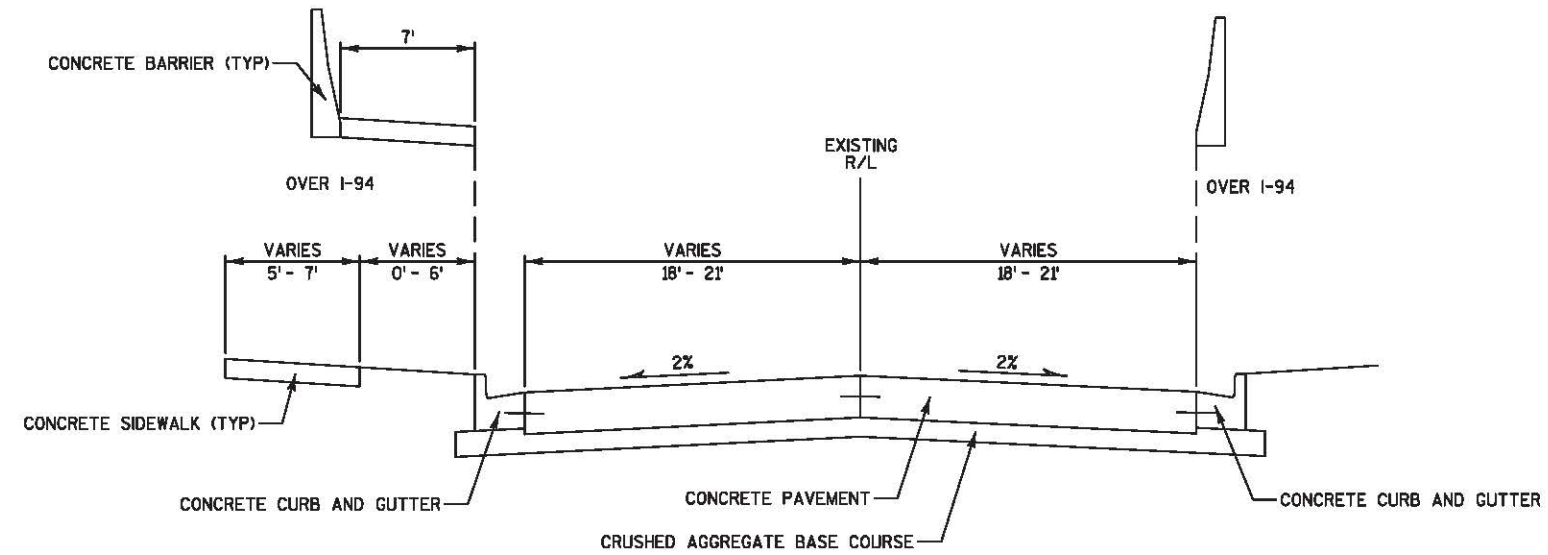
TYPICAL EXISTING SECTION

27TH ST  
(NORTH OF W. ST. PAUL AVE)

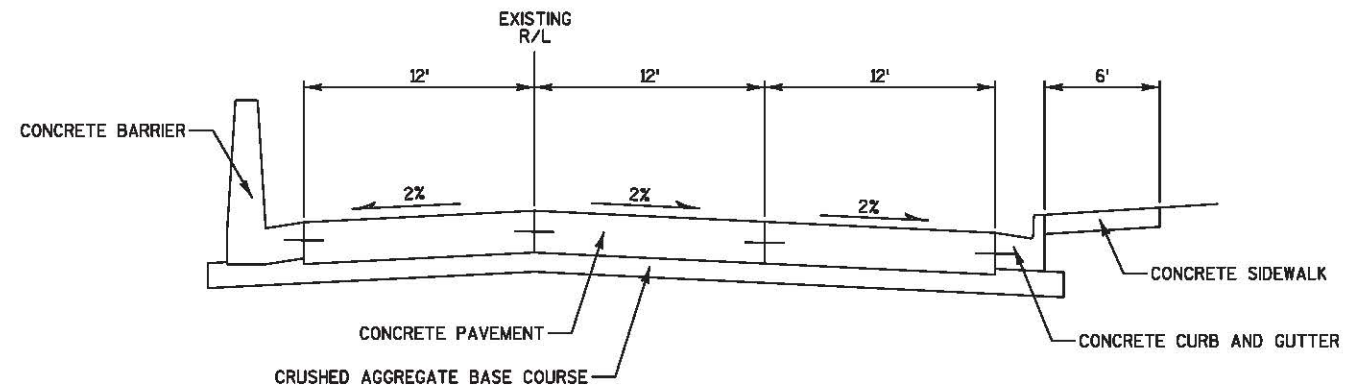
TYPICAL EXISTING SECTION

N. 26TH ST

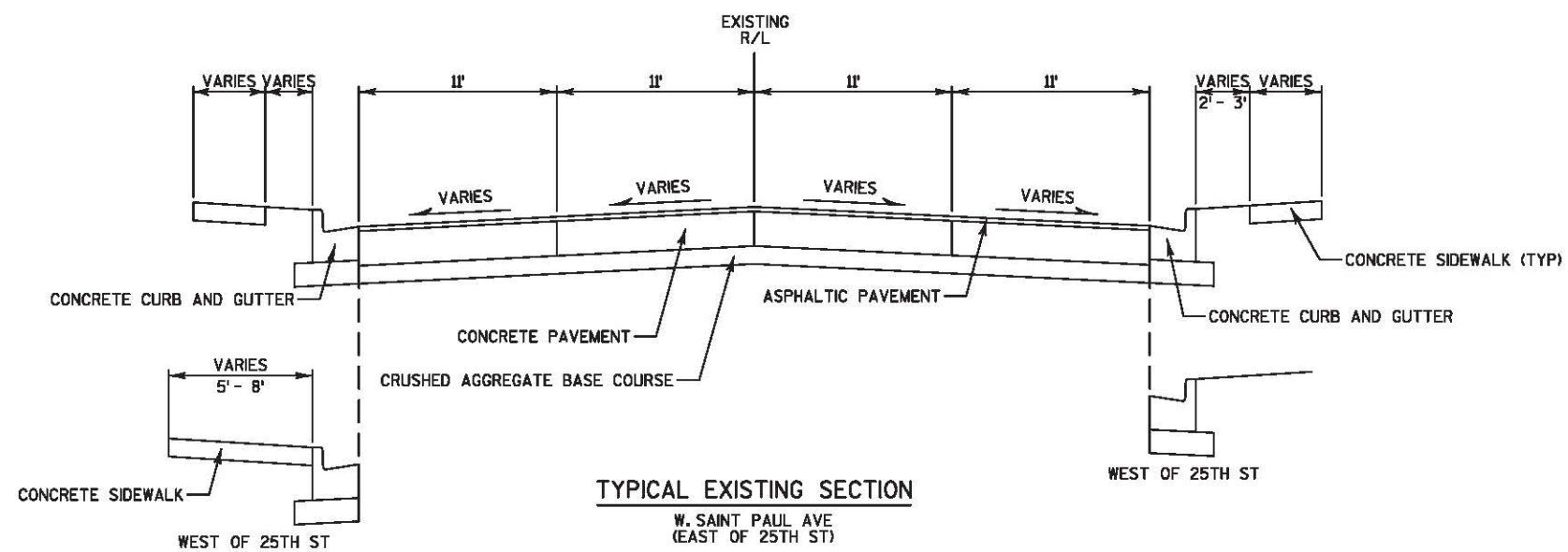




TYPICAL EXISTING SECTION

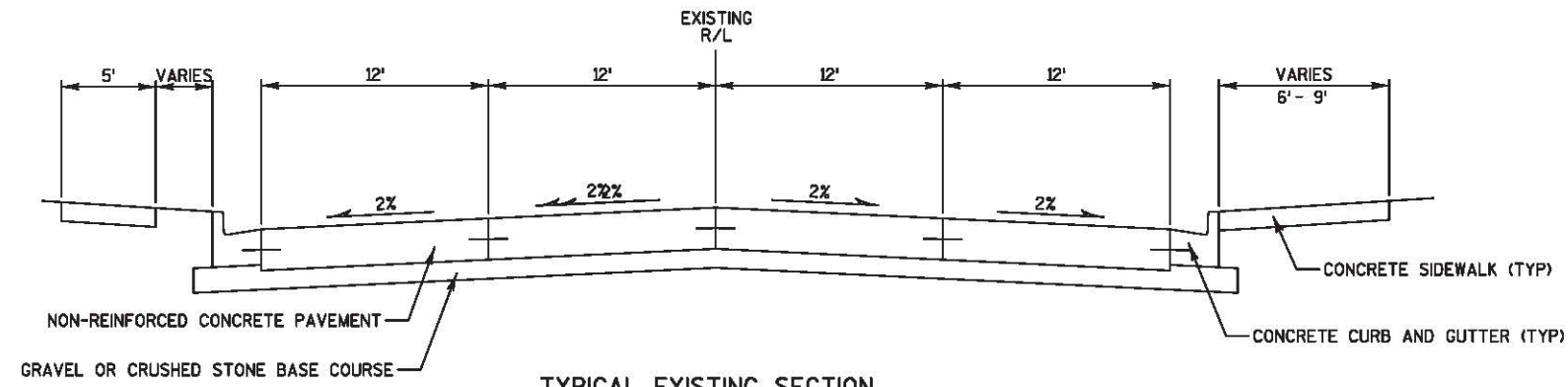
N. 25TH ST  
(NORTH OF W. ST. PAUL AVE)

TYPICAL EXISTING SECTION

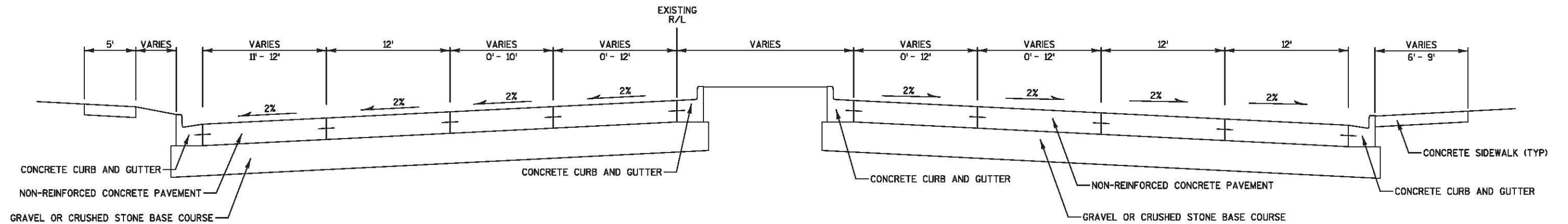
N. 25TH ST  
(SOUTH OF W. ST. PAUL AVE)

TYPICAL EXISTING SECTION

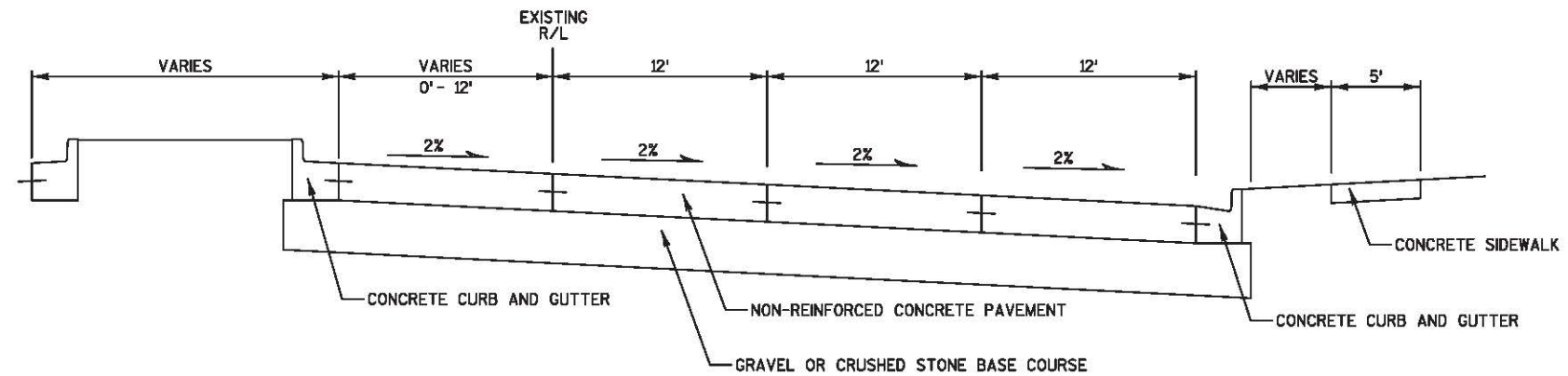
W. SAINT PAUL AVE  
(EAST OF 25TH ST)



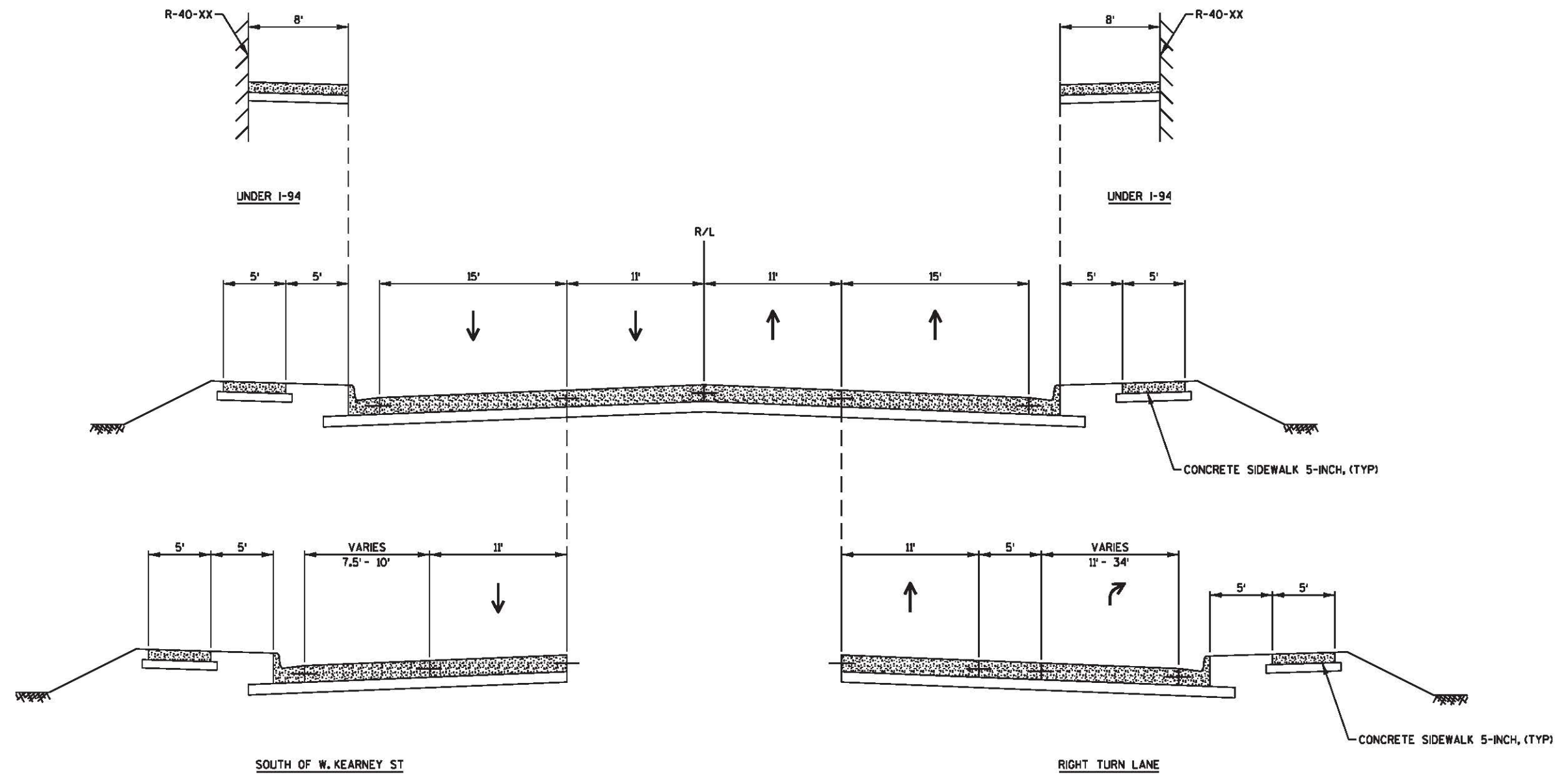
**TYPICAL EXISTING SECTION**  
W. NATIONAL AVE  
(WEST OF GENERAL MITCHELL BLVD)



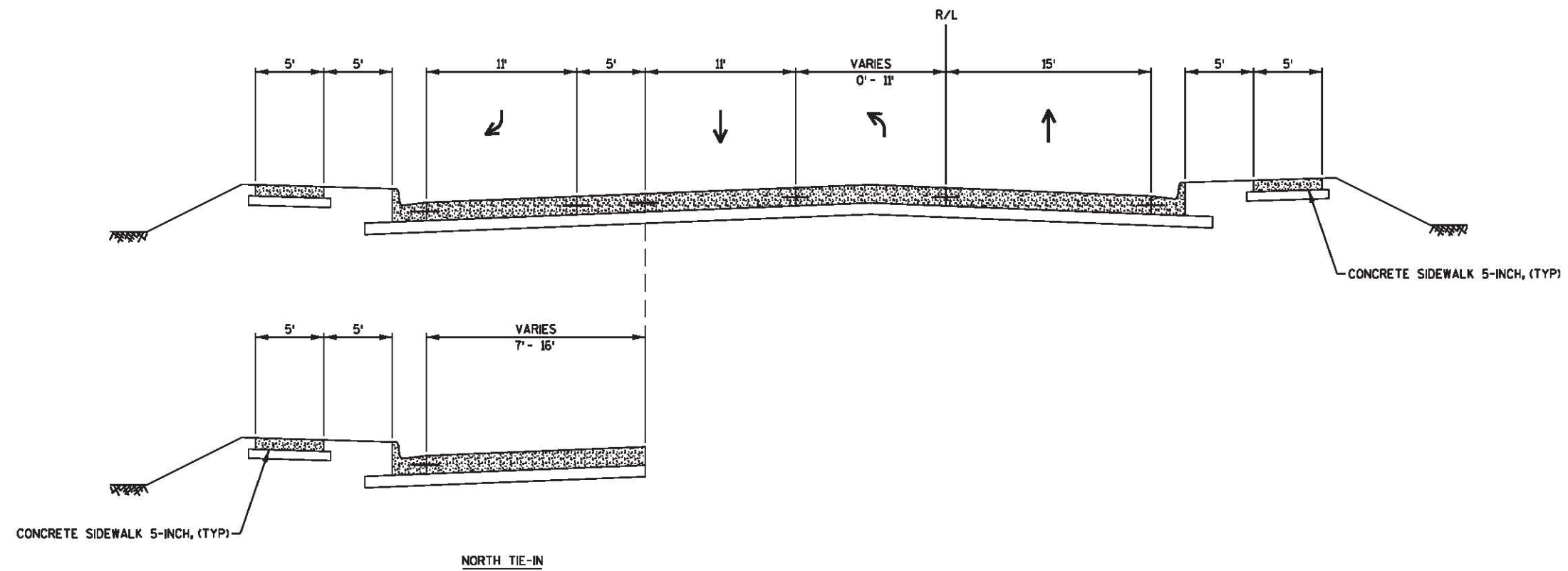
**TYPICAL EXISTING SECTION**  
W. NATIONAL AVE  
(EAST OF GENERAL MITCHELL BLVD)



**TYPICAL EXISTING SECTION**  
MILLER PARK WAY NORTHBOUND  
(SOUTH OF W. NATIONAL AVE)



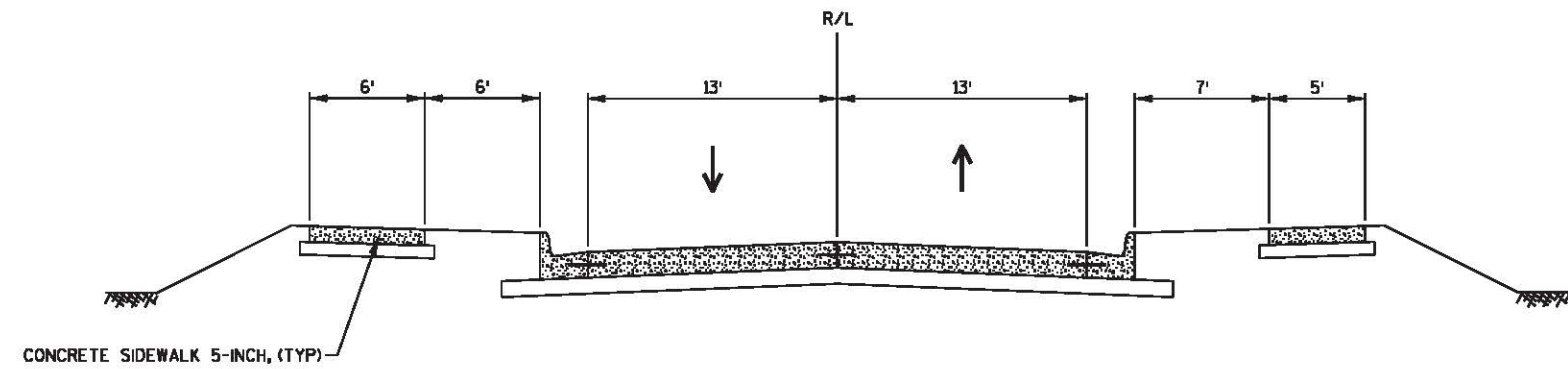
**TYPICAL FINISHED SECTION**  
S. 70TH ST  
(SOUTH OF W. O'CONNOR ST)



TYPICAL FINISHED SECTION

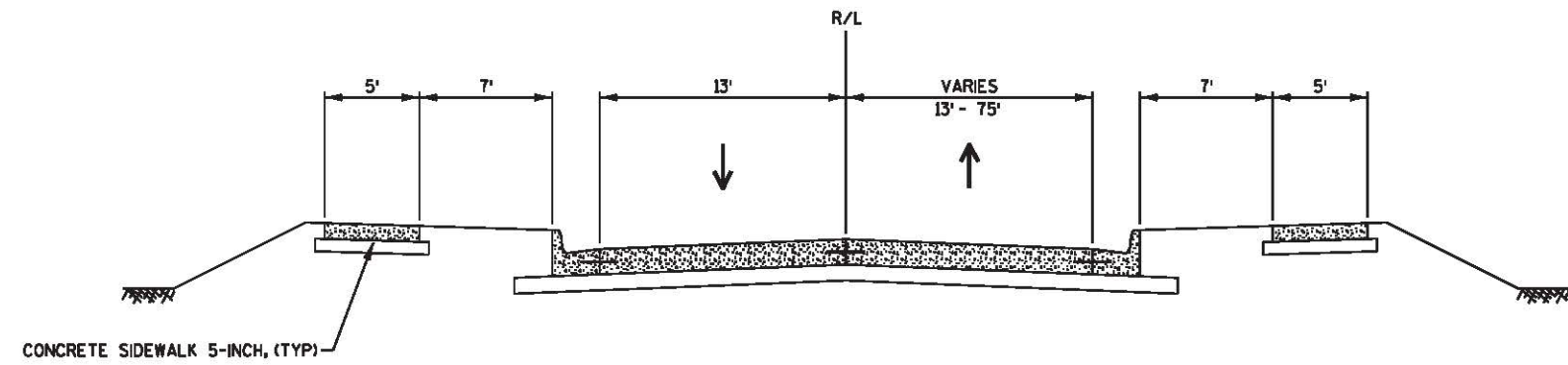
N. 70TH ST  
(NORTH OF W. O'CONNOR ST)





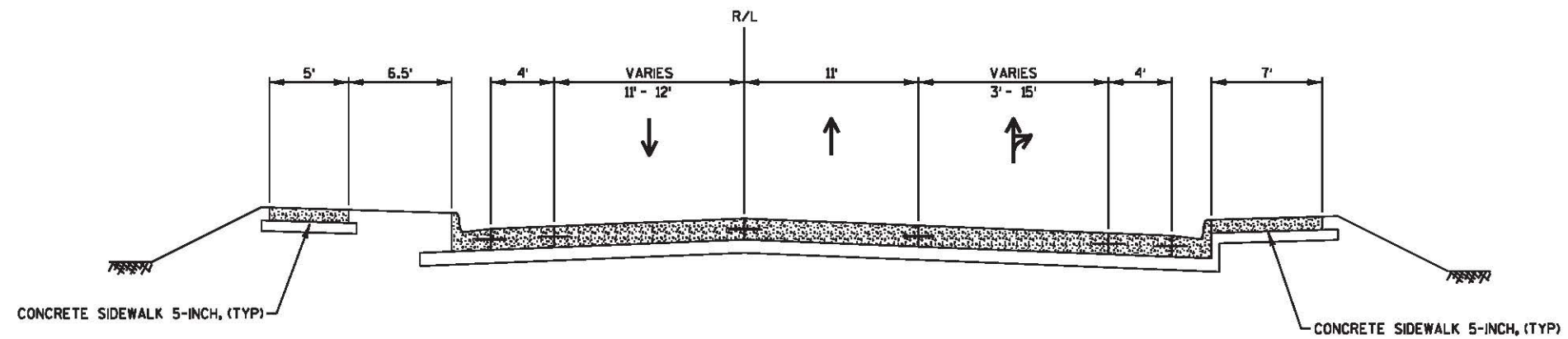
TYPICAL FINISHED SECTION

S. 69TH ST  
(SOUTH OF W. KEARNEY ST)



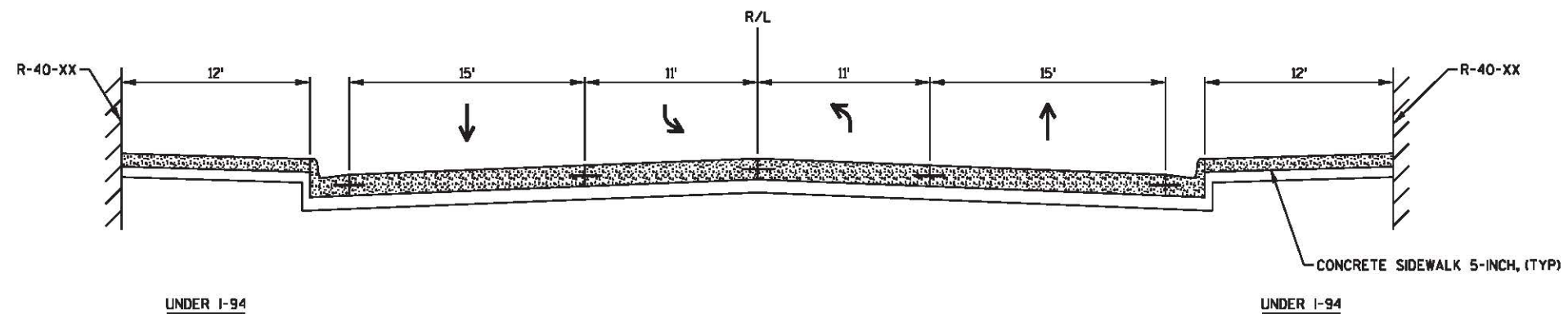
TYPICAL FINISHED SECTION

S. 69TH ST  
(NORTH OF W. O'CONNOR ST)



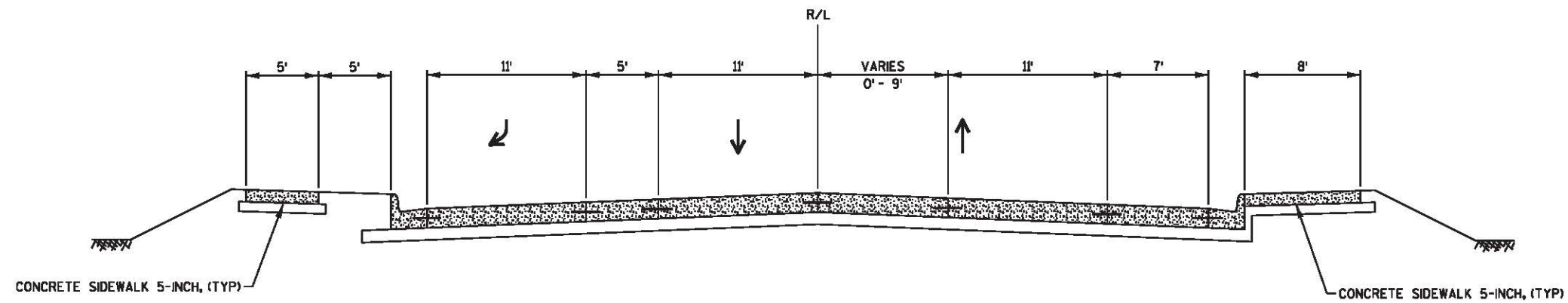
TYPICAL FINISHED SECTION

S. 68TH ST  
(SOUTH OF W. KEARNEY ST)



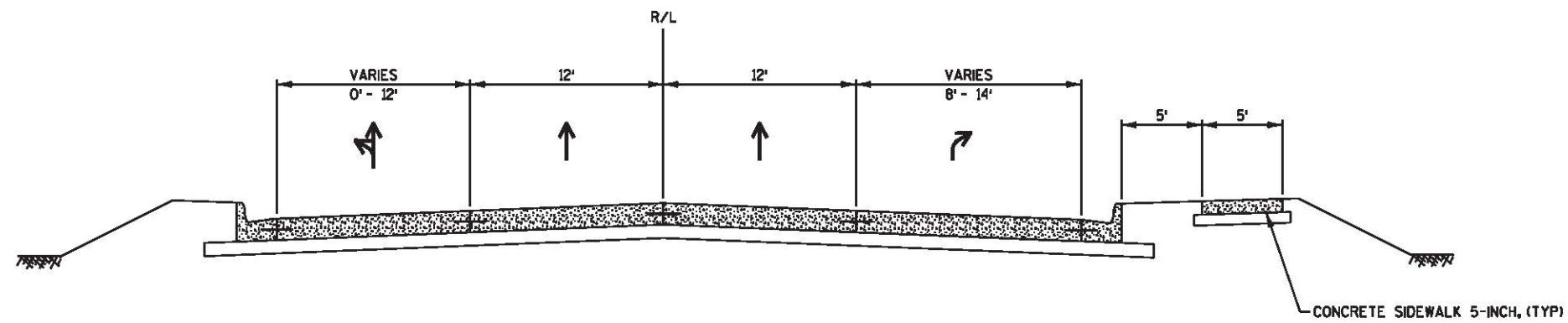
TYPICAL FINISHED SECTION

S. 68TH ST  
(BETWEEN W. KEARNEY ST  
AND W. O'CONNOR ST)



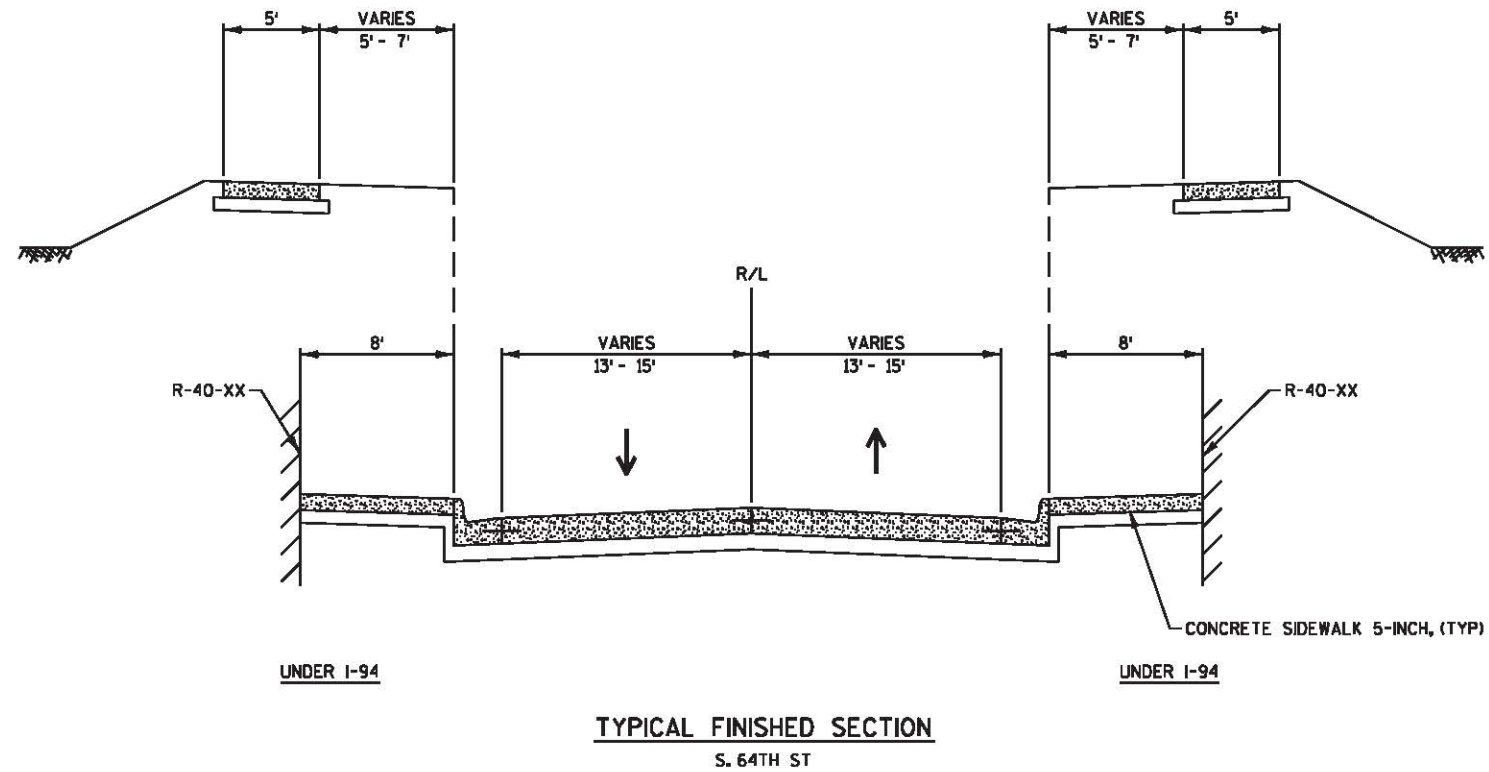
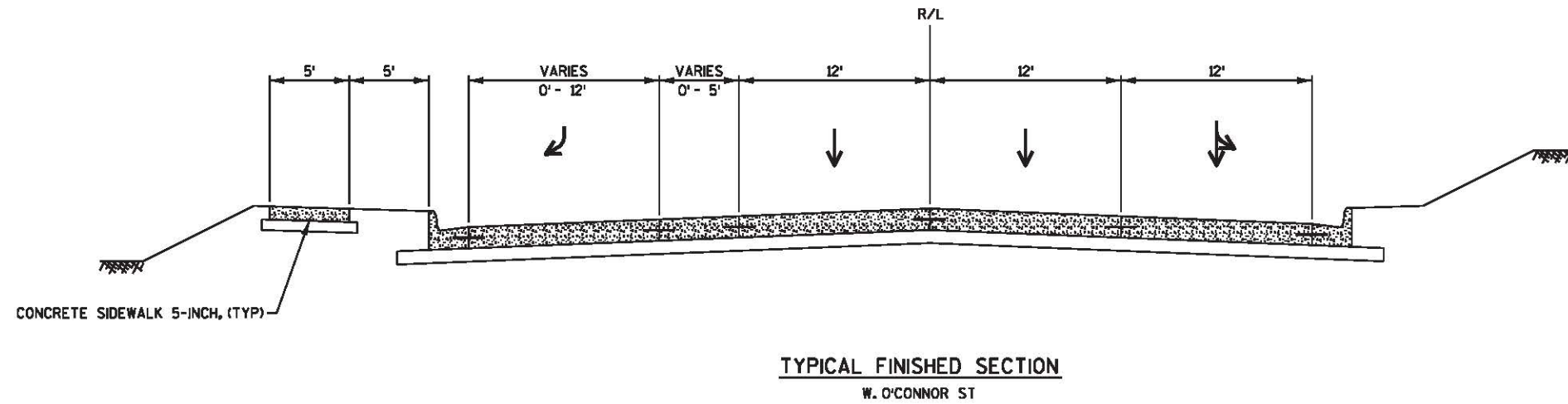
**TYPICAL FINISHED SECTION**

S. 68TH ST  
(W. O'CONNOR ST TO W. FAIRVIEW AVE)



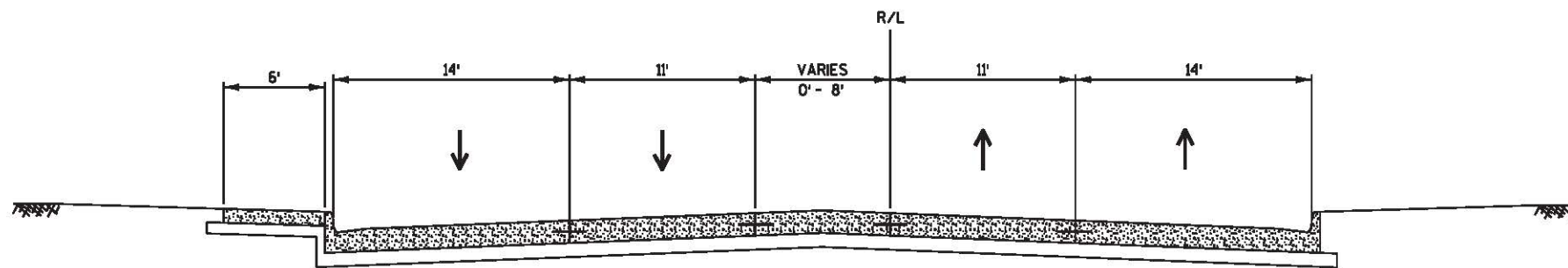
**TYPICAL FINISHED SECTION**

W. KEARNEY ST



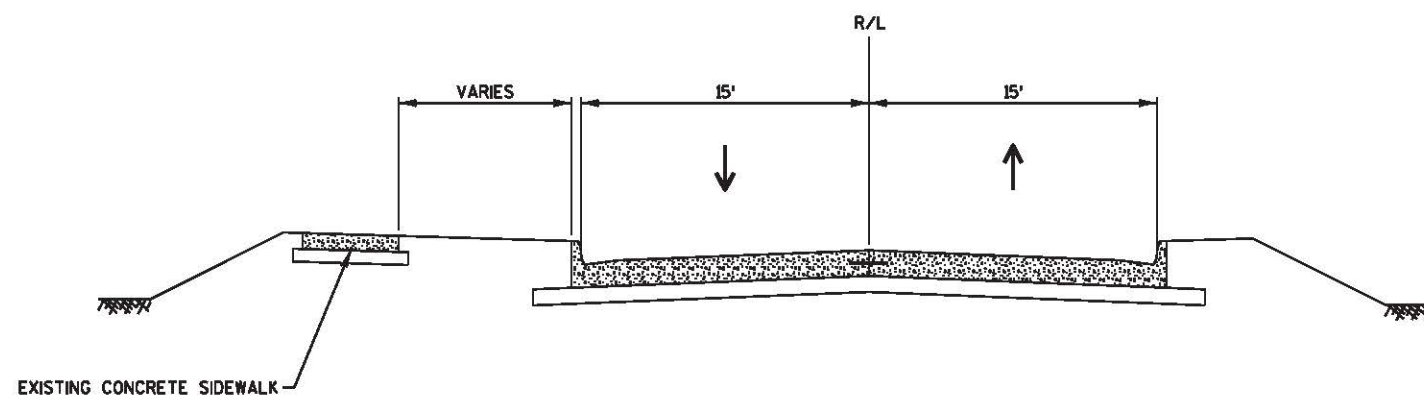






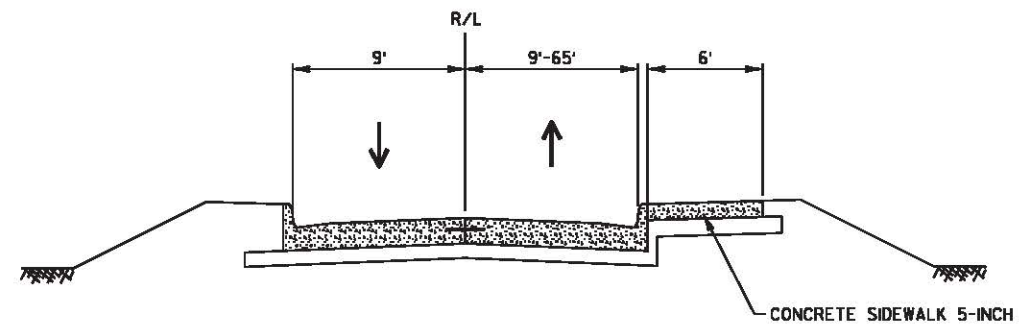
TYPICAL FINISHED SECTION

N. HAWLEY RD  
(S. DANA CT TO W. PARK HILL AVE)

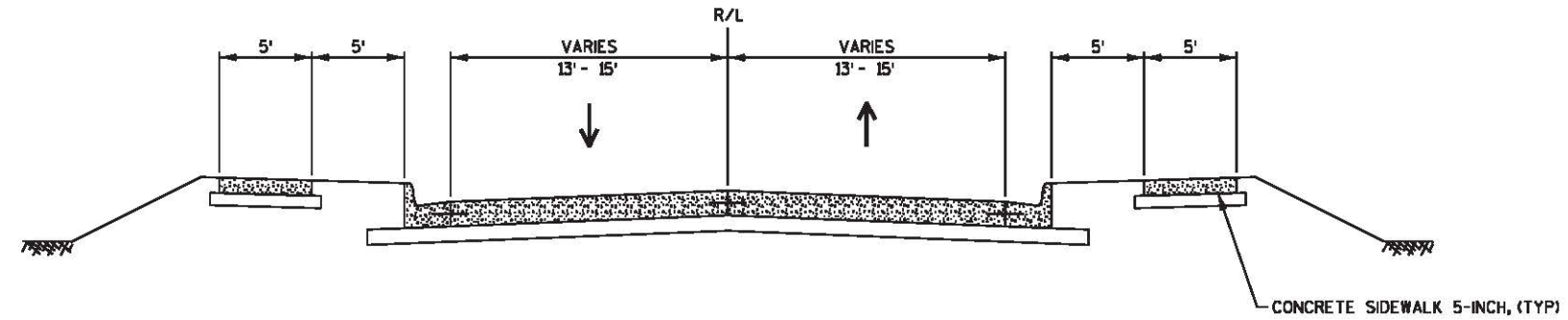


TYPICAL FINISHED SECTION

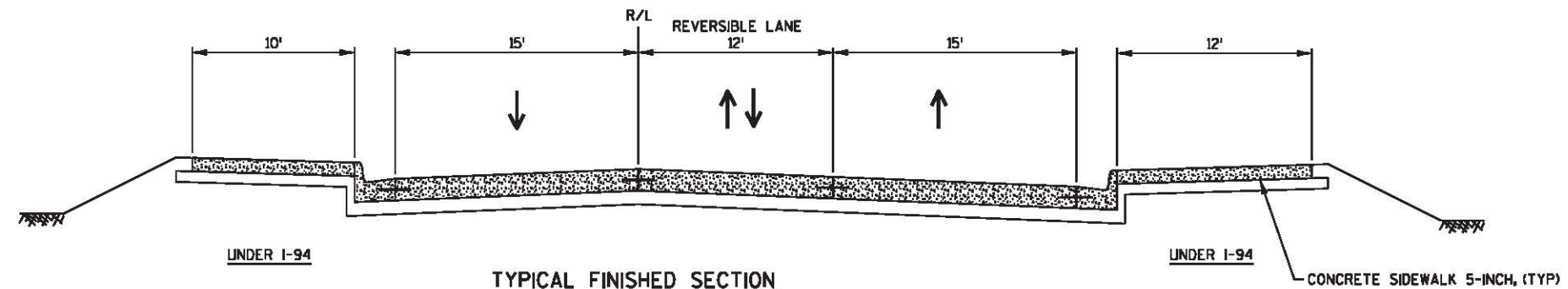
S. DANA CT



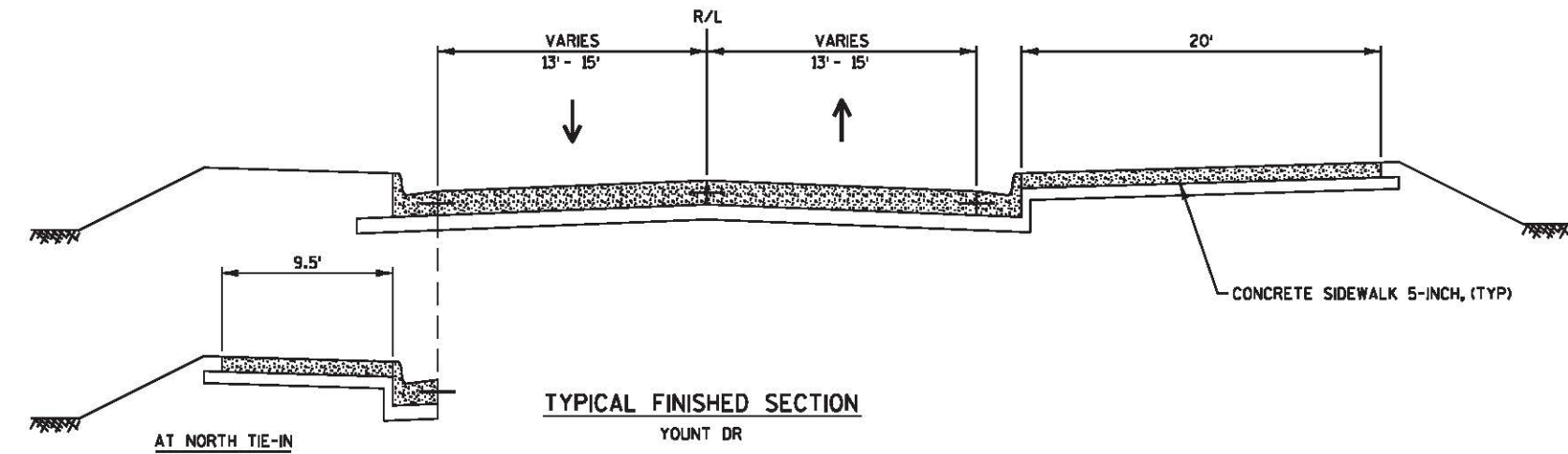
**TYPICAL FINISHED SECTION**  
ZABLOCKI DR



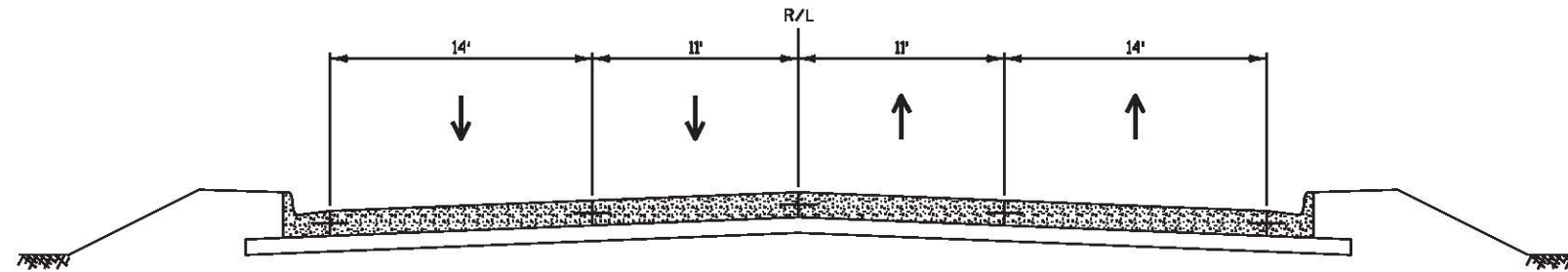
**TYPICAL FINISHED SECTION**  
N. GENERAL MITCHELL BLVD  
(NORTH OF N. FRONTAGE RD)



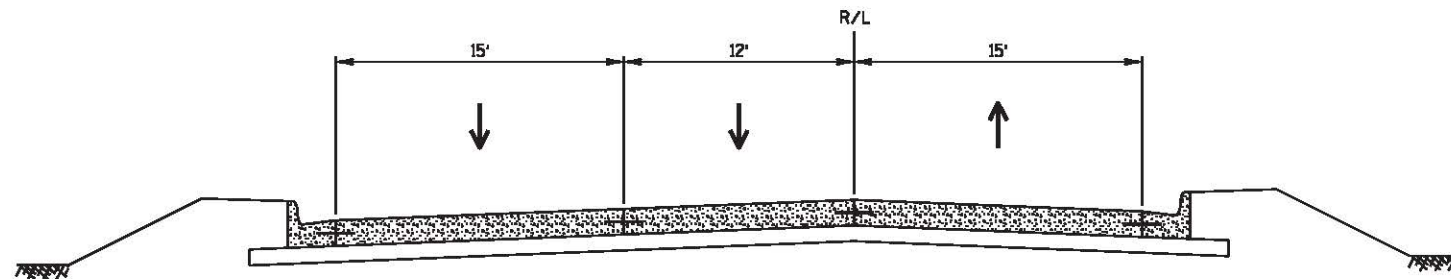
**TYPICAL FINISHED SECTION**  
N. GENERAL MITCHELL BLVD  
(SOUTH OF N. FRONTAGE RD)



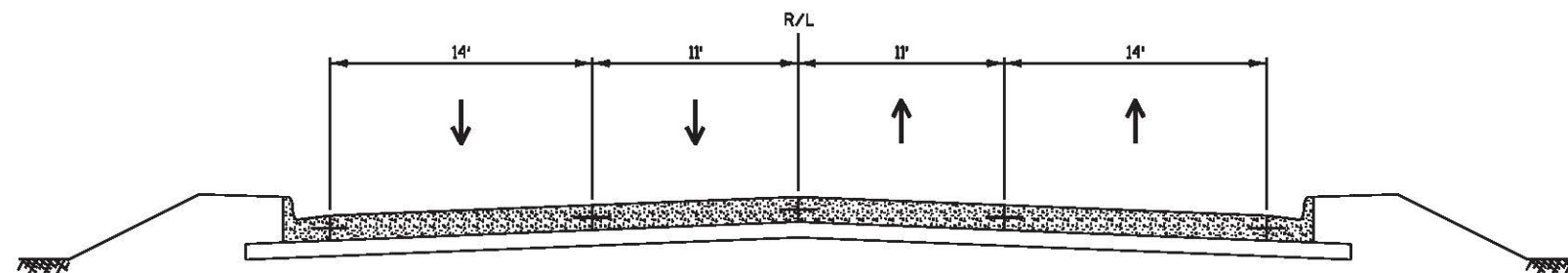
**TYPICAL FINISHED SECTION**  
YOUNT DR



TYPICAL FINISHED SECTION  
SELIG DR

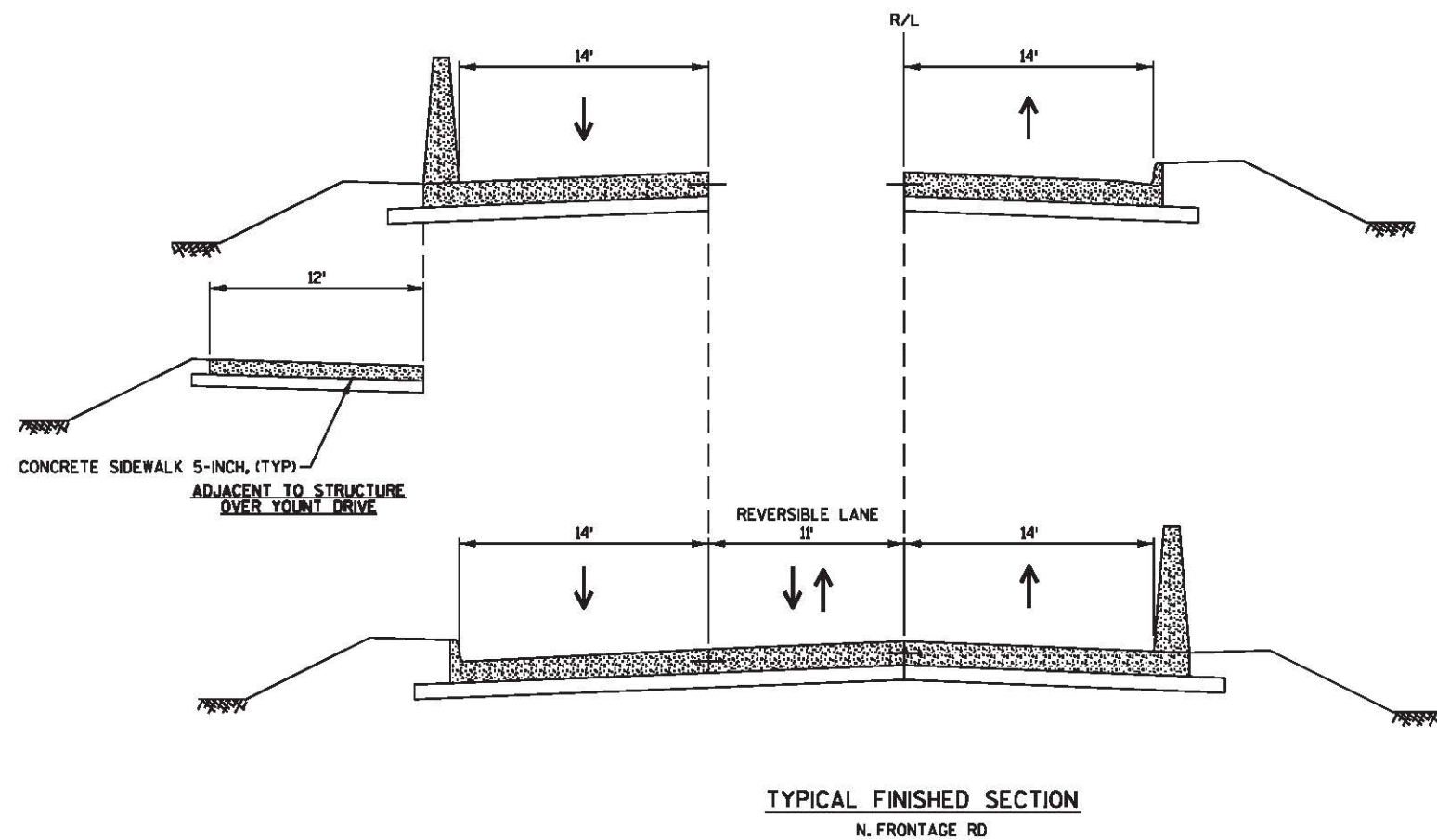
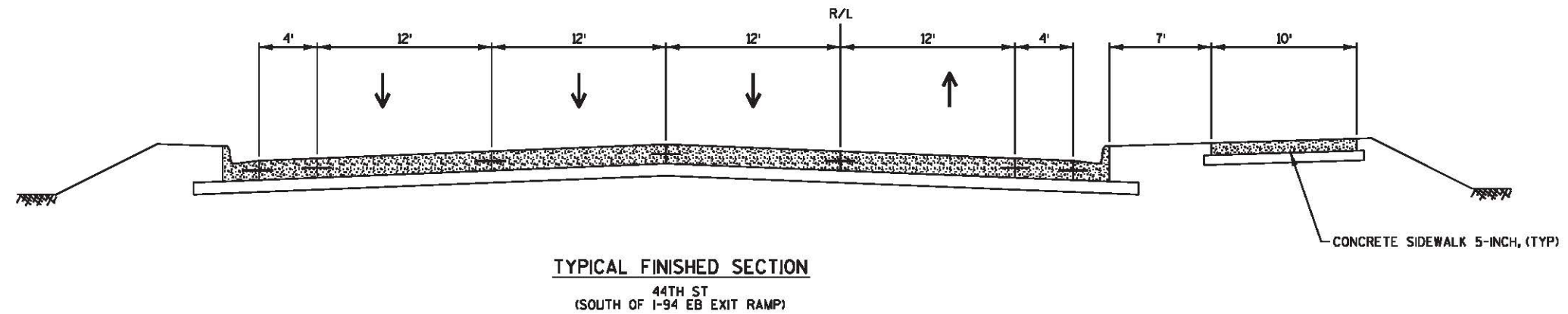
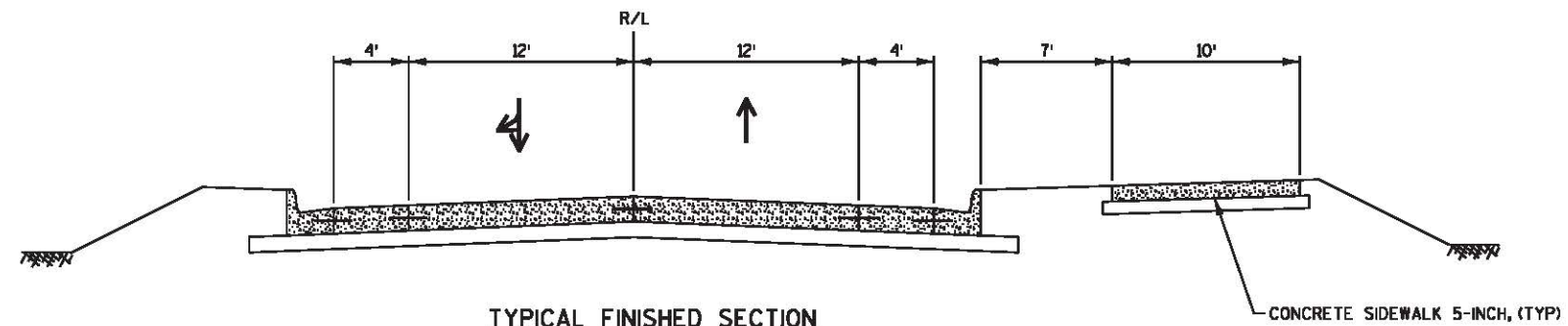


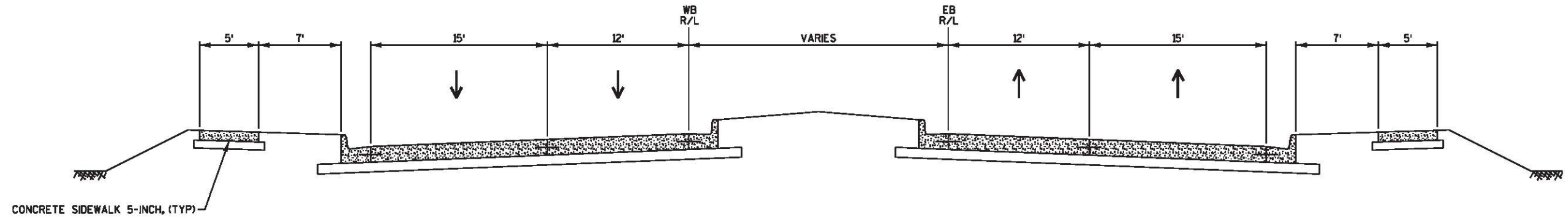
TYPICAL FINISHED SECTION  
46TH ST  
(BETWEEN RAMP TERMINALS)



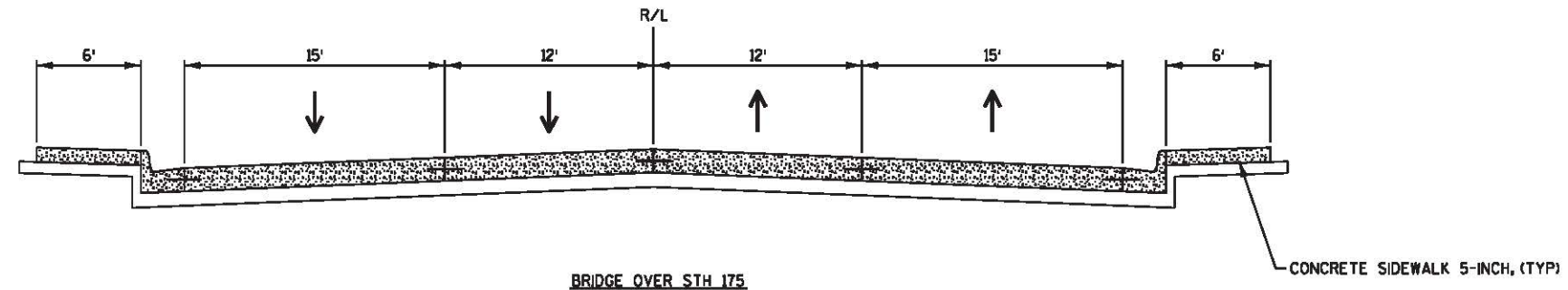
TYPICAL FINISHED SECTION  
46TH ST  
(SOUTH OF EB ENTRANCE RAMP)



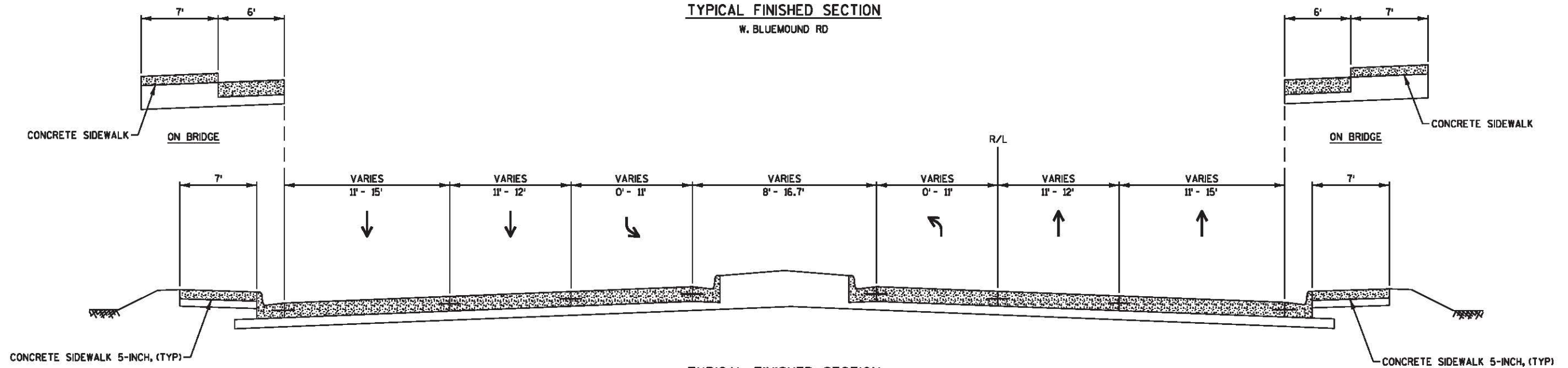




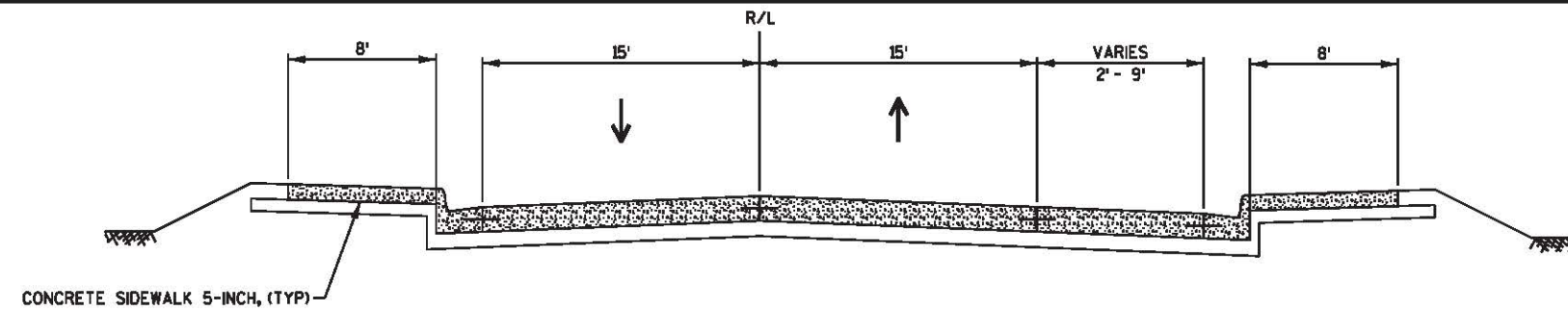
**TYPICAL FINISHED SECTION**  
W. BLUEMOUND RD



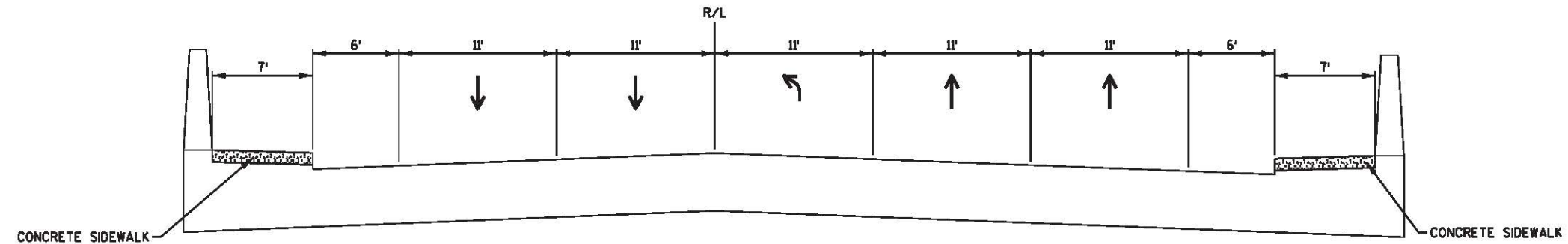
**TYPICAL FINISHED SECTION**  
W. BLUEMOUND RD



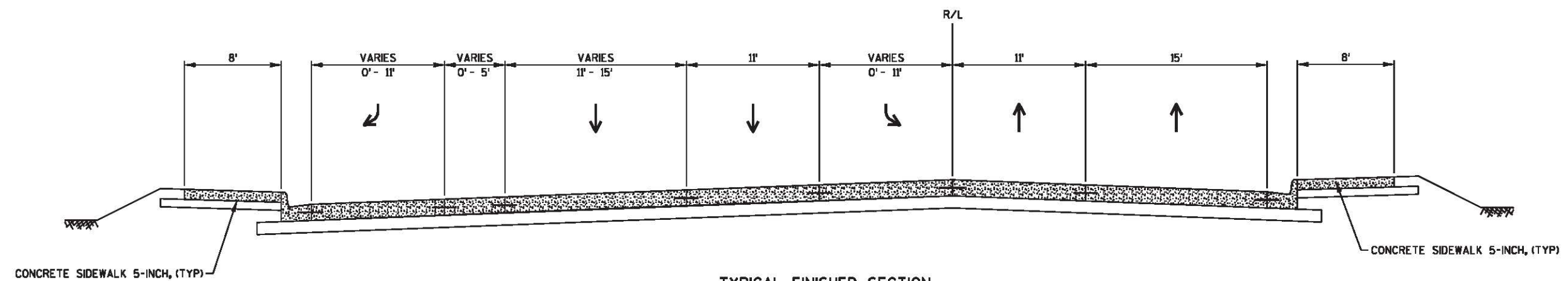
**TYPICAL FINISHED SECTION**  
35TH ST



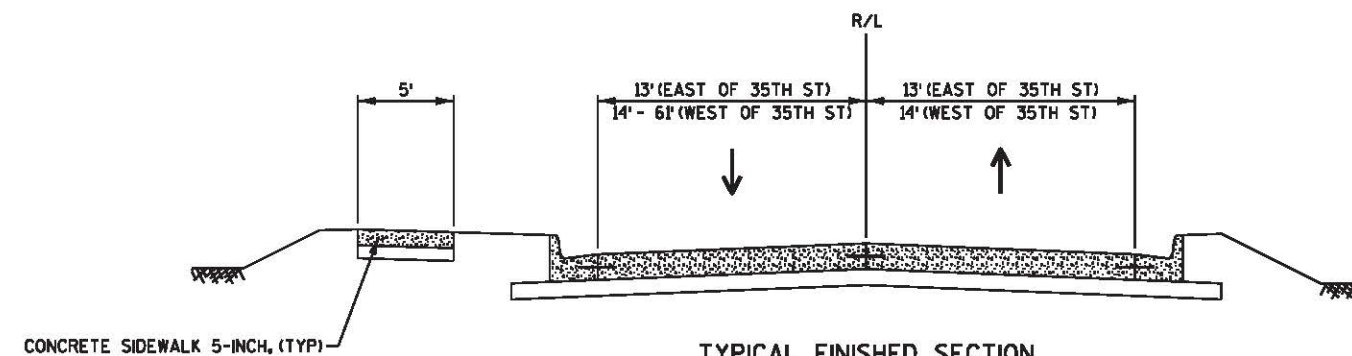
**TYPICAL FINISHED SECTION**  
32ND ST



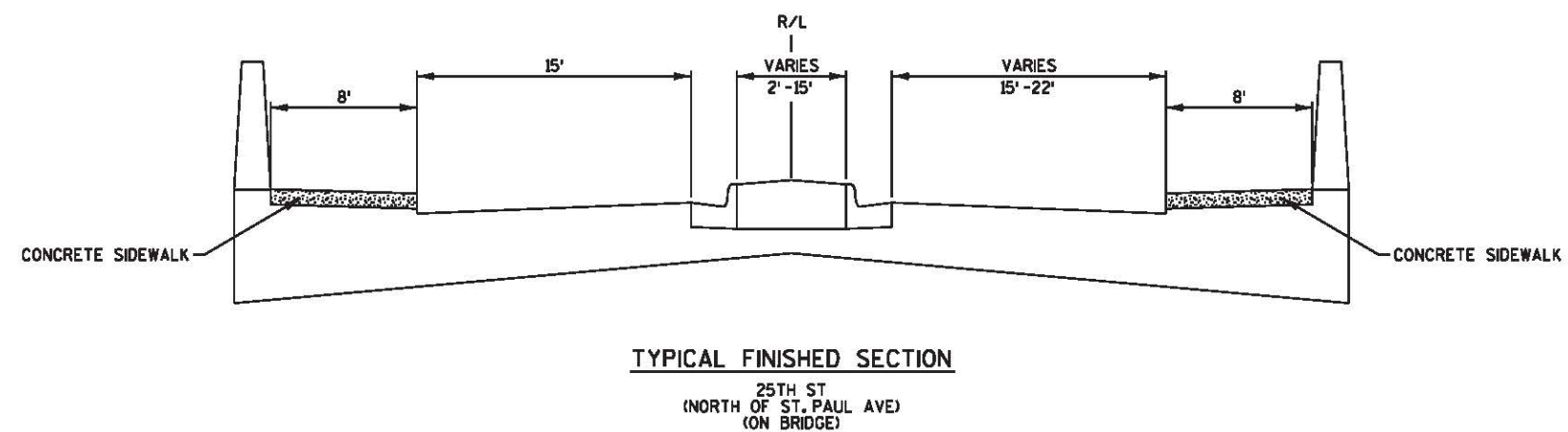
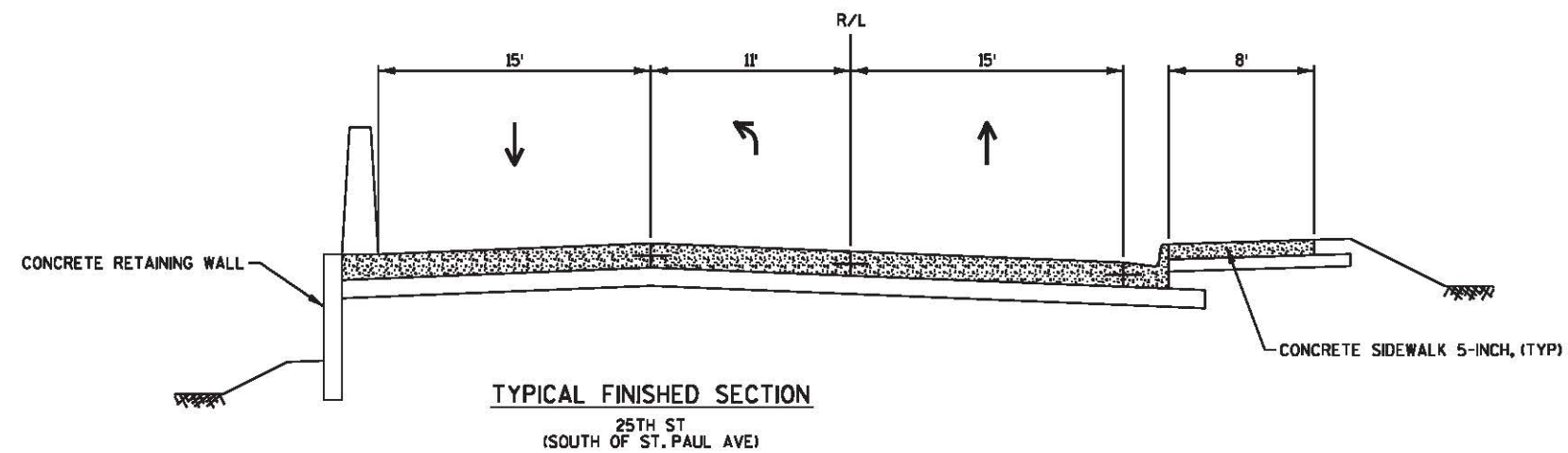
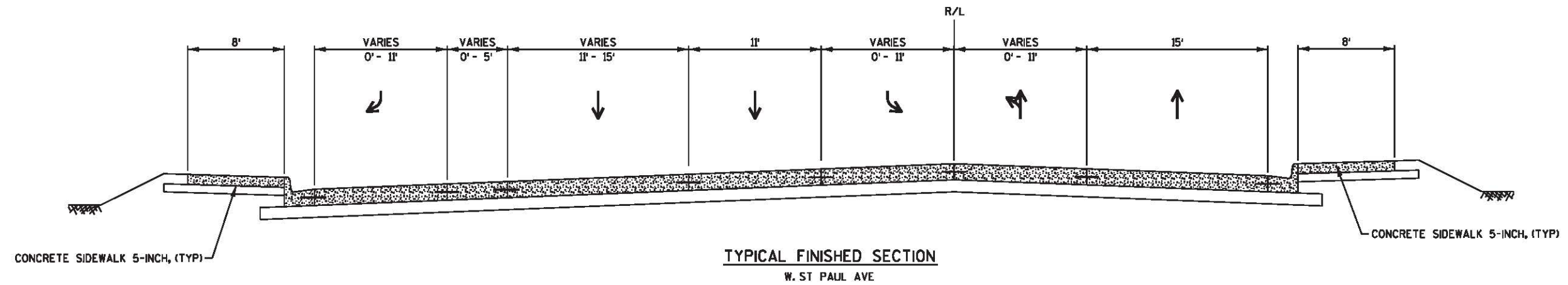
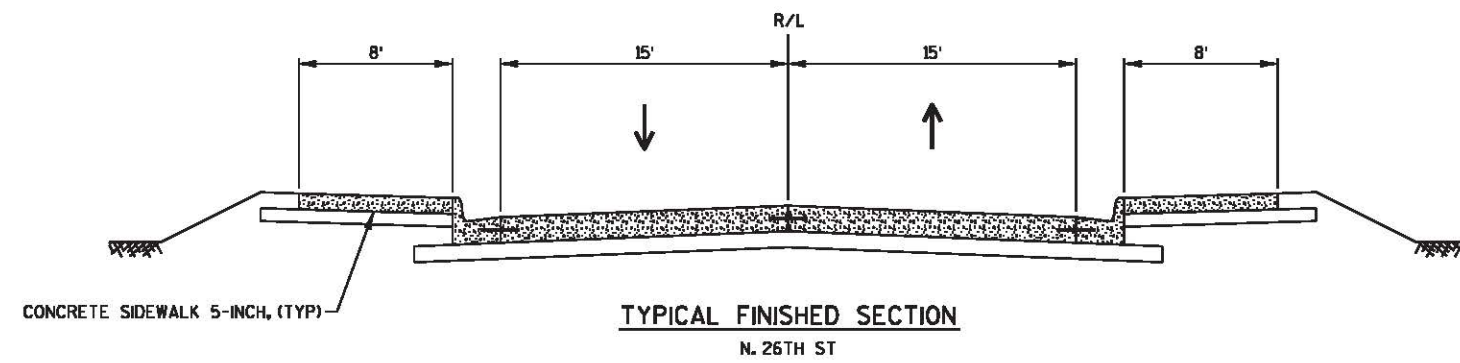
**TYPICAL FINISHED SECTION**  
S. 27TH ST  
(SOUTH OF ST. PAUL AVE)  
(ON BRIDGE)



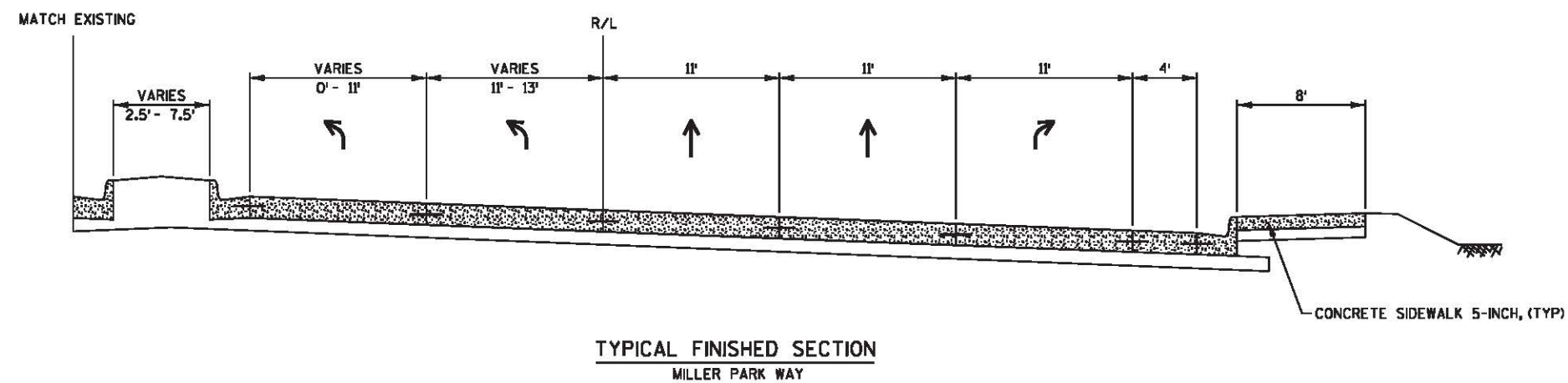
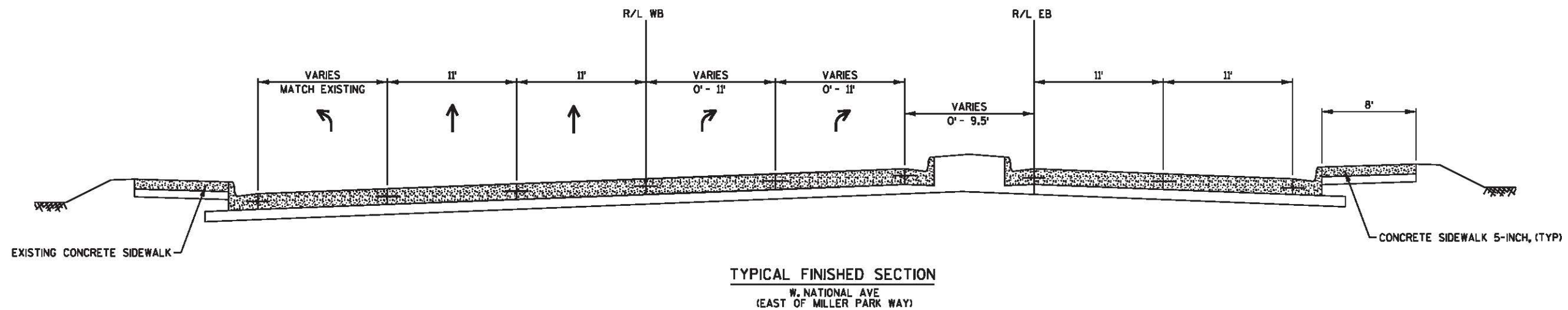
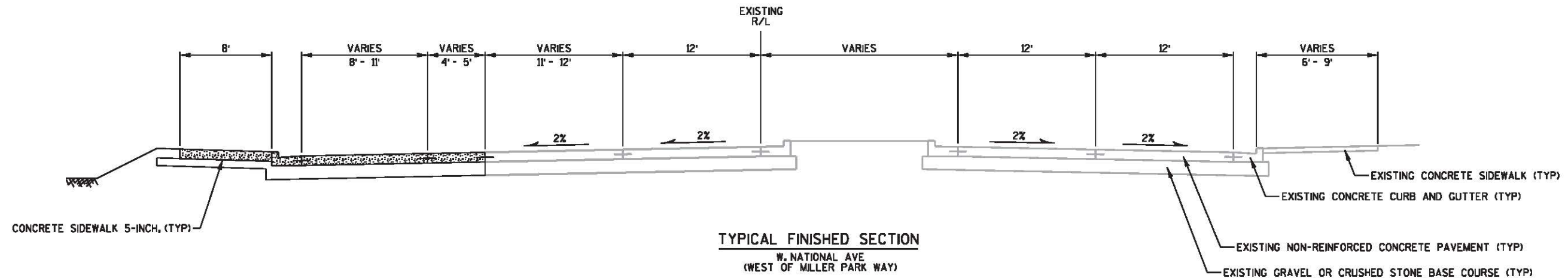
**TYPICAL FINISHED SECTION**  
27TH ST  
(NORTH OF ST. PAUL AVE)



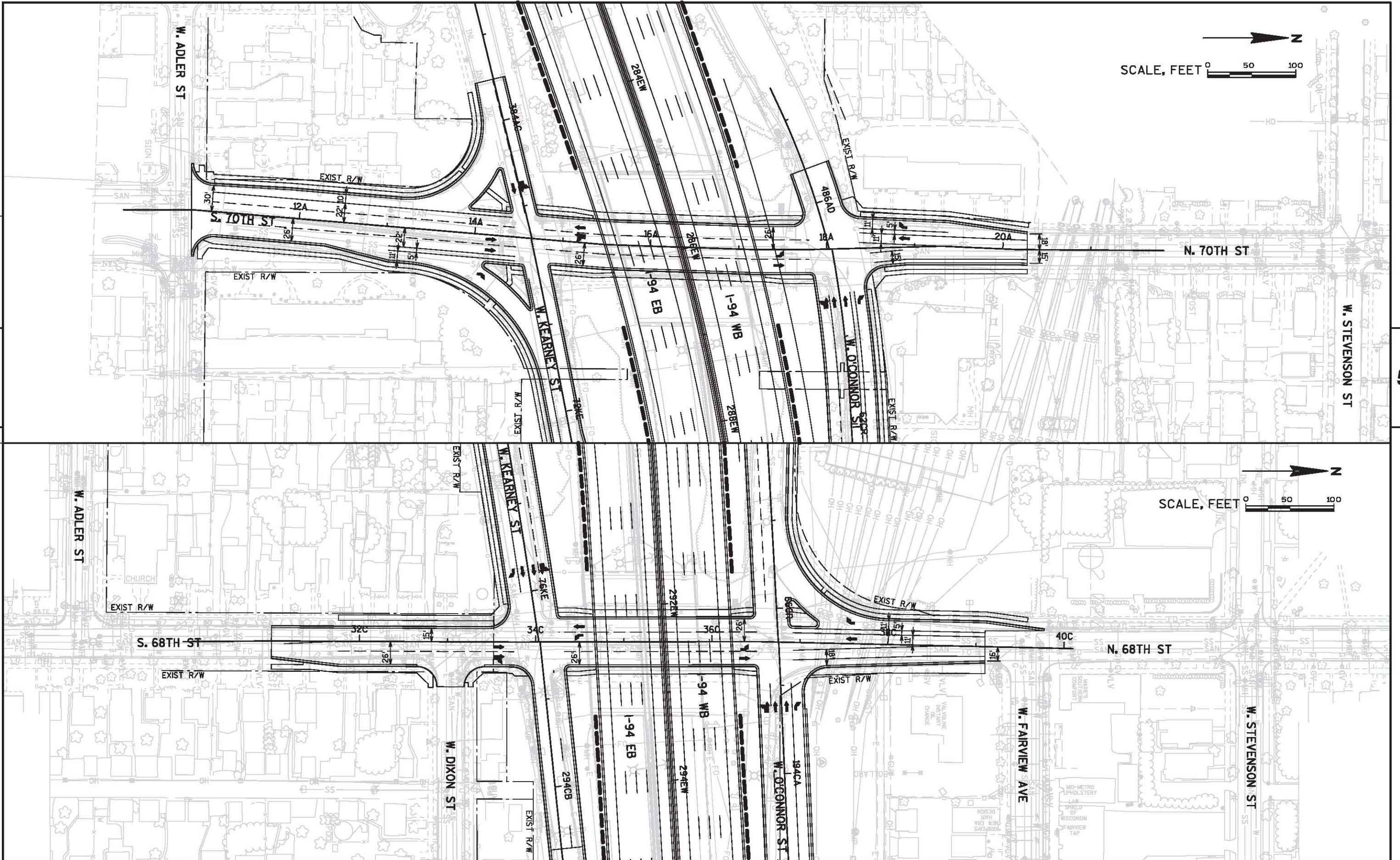
**TYPICAL FINISHED SECTION**  
W. PARK HILL AVE



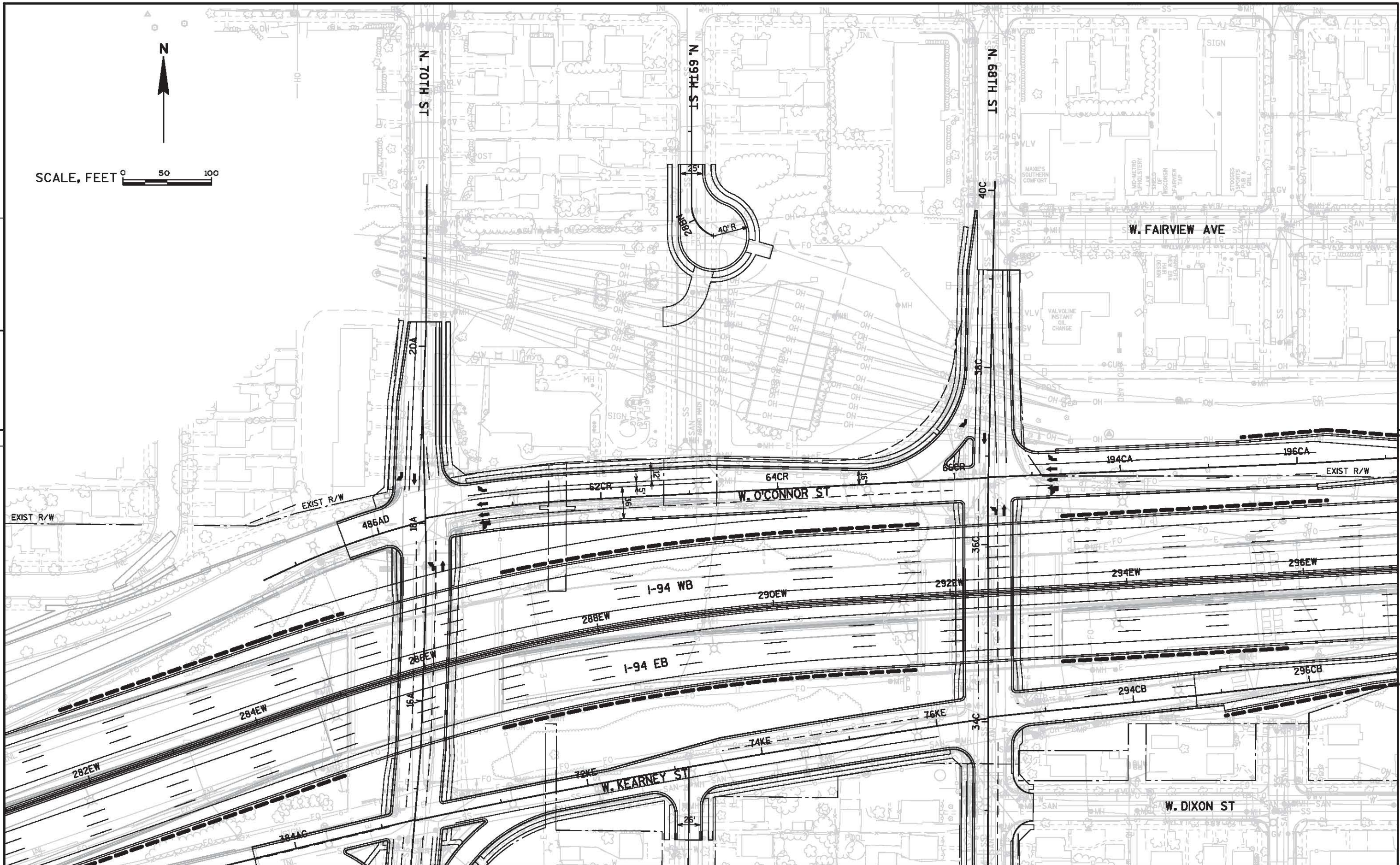




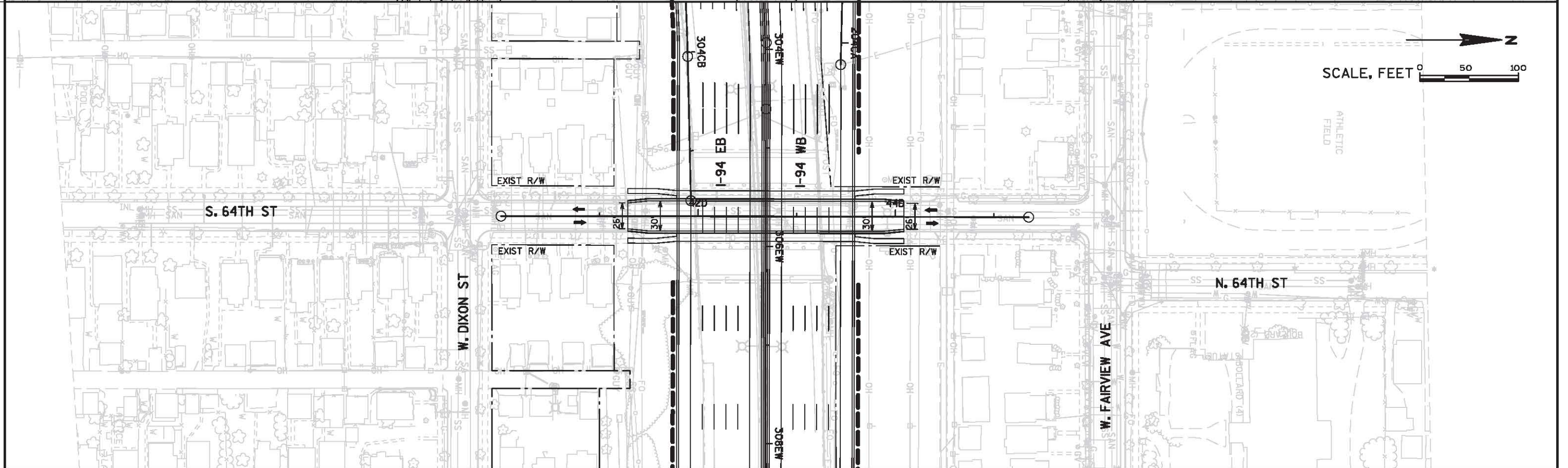
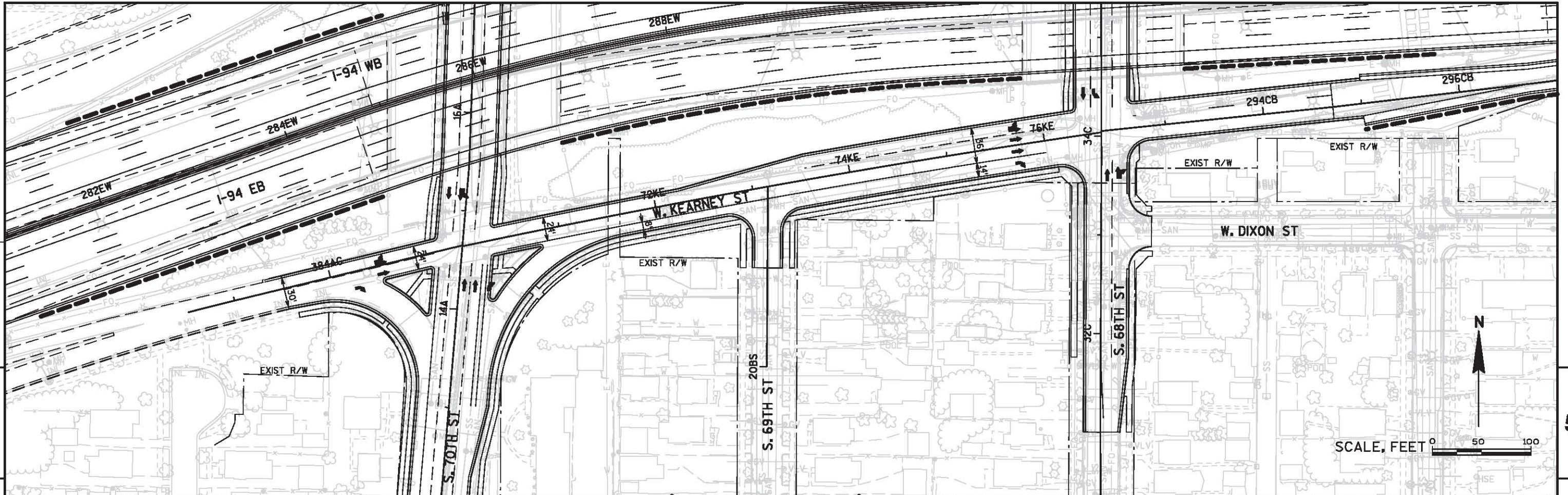




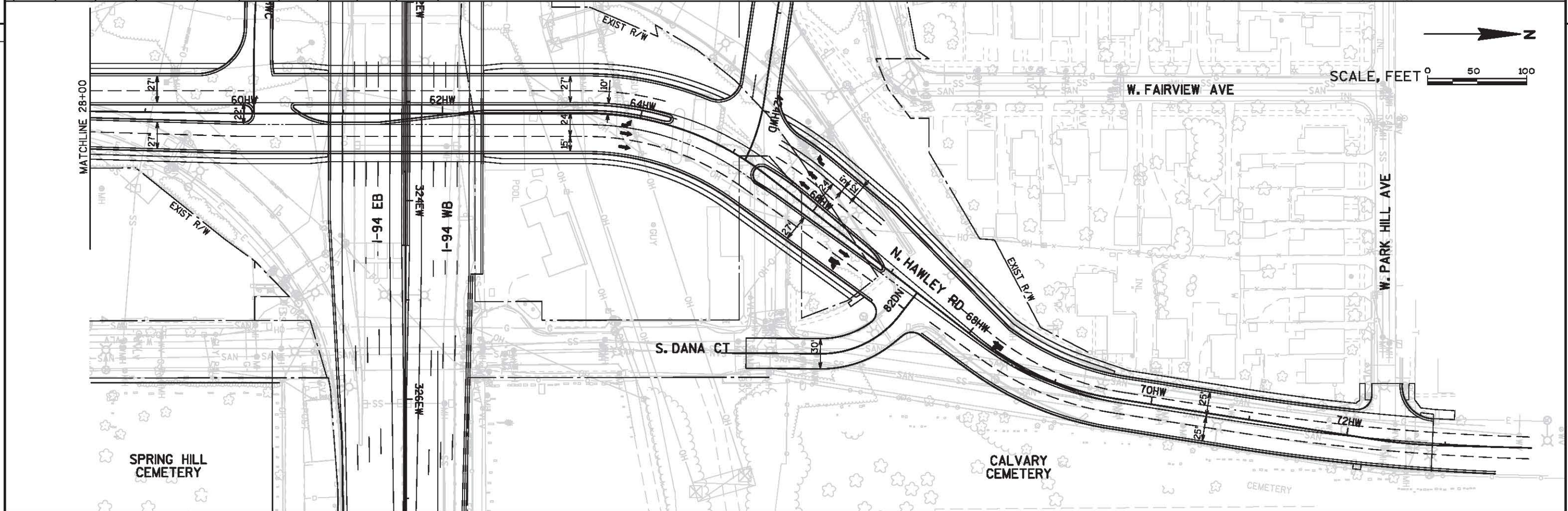
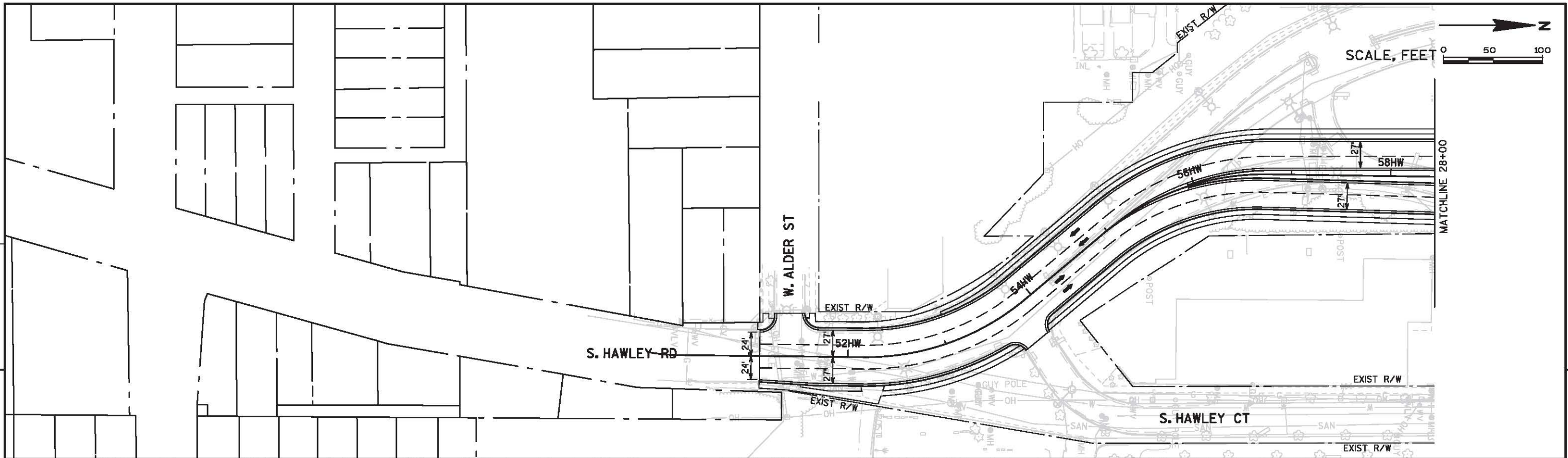








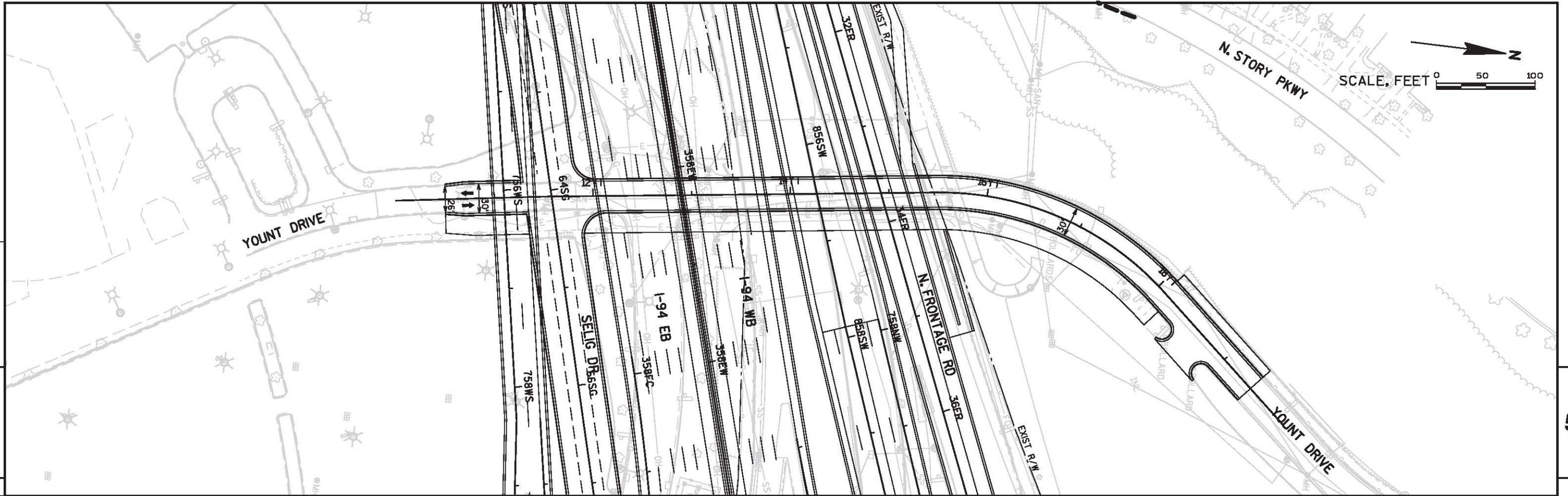




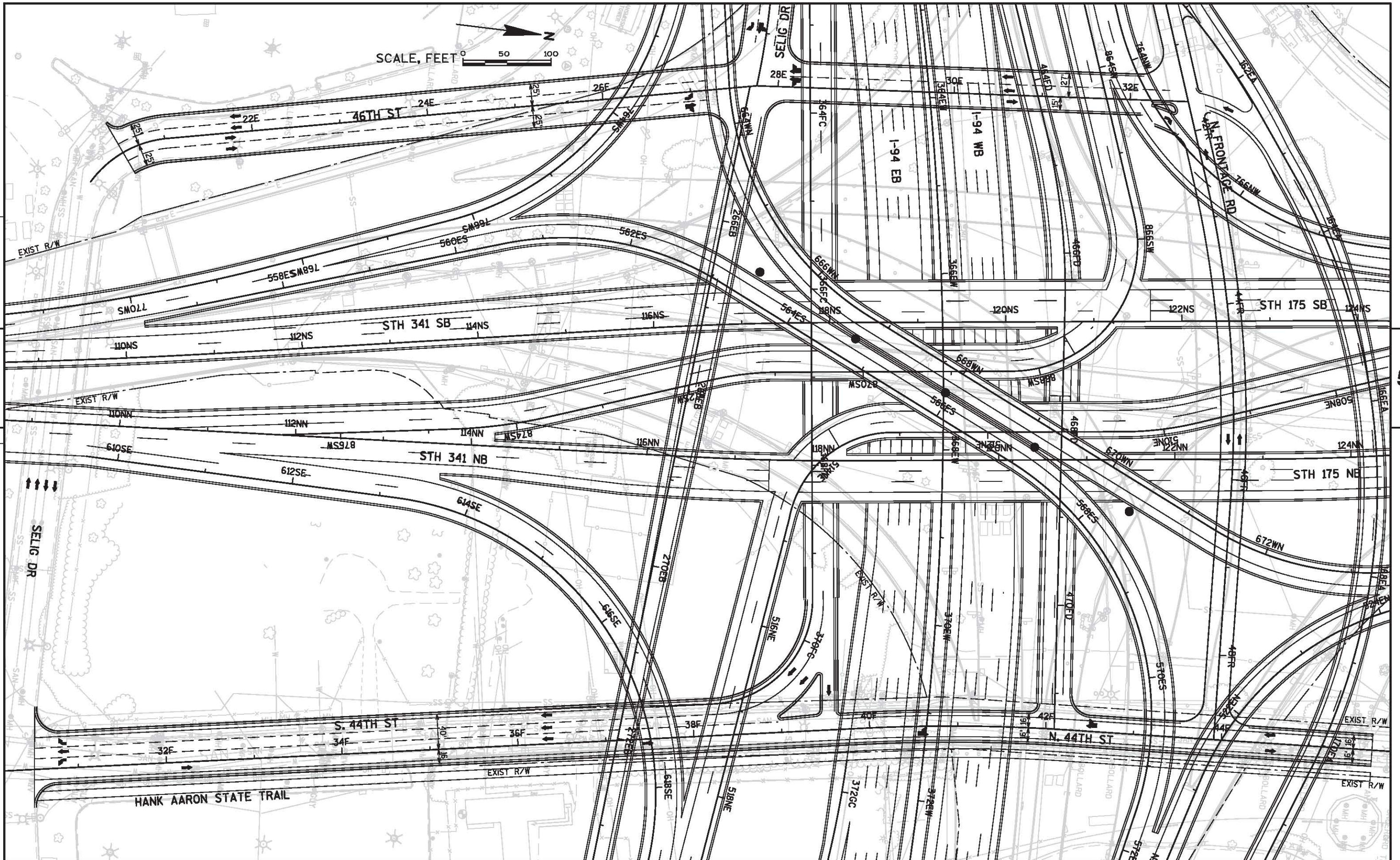






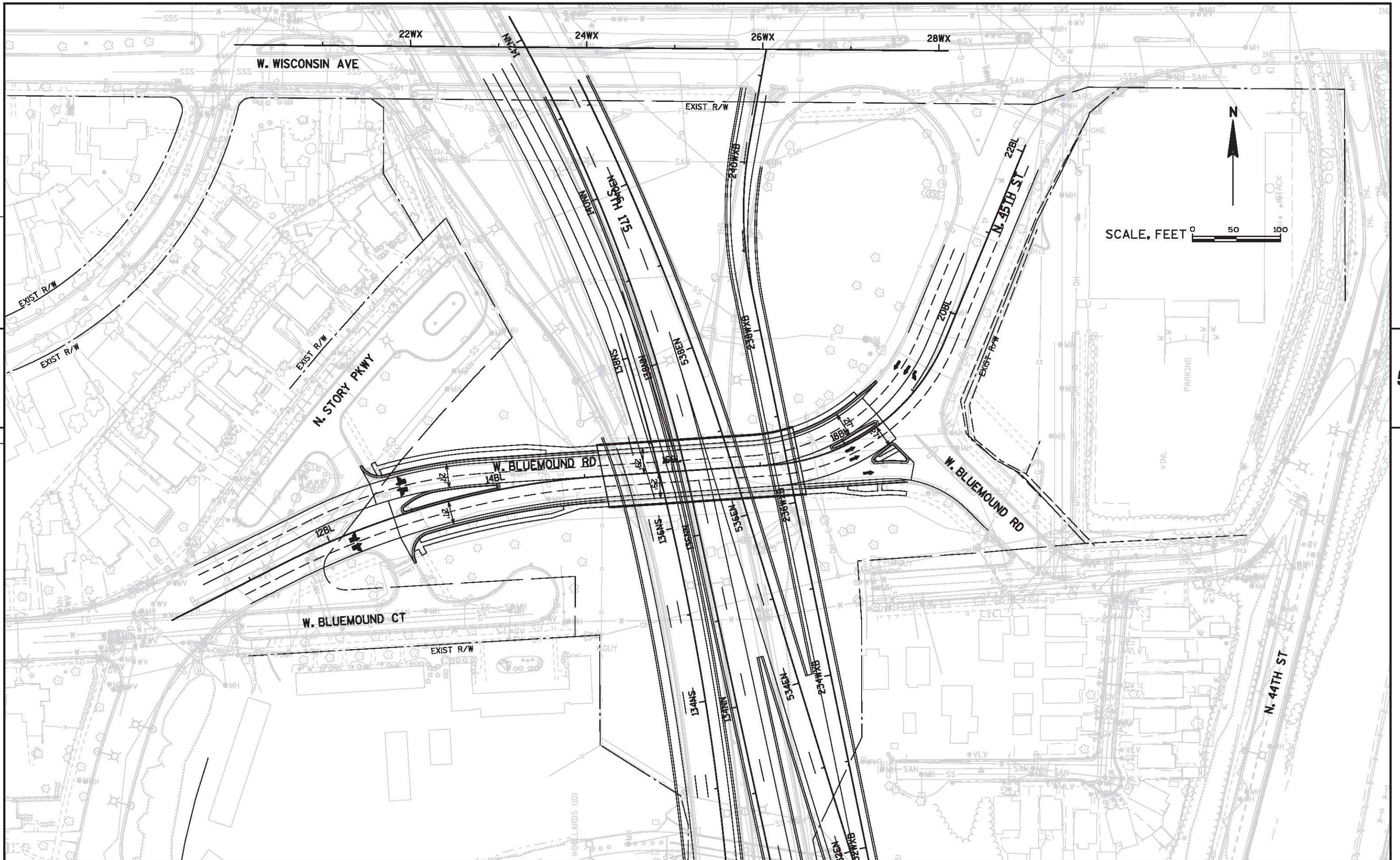




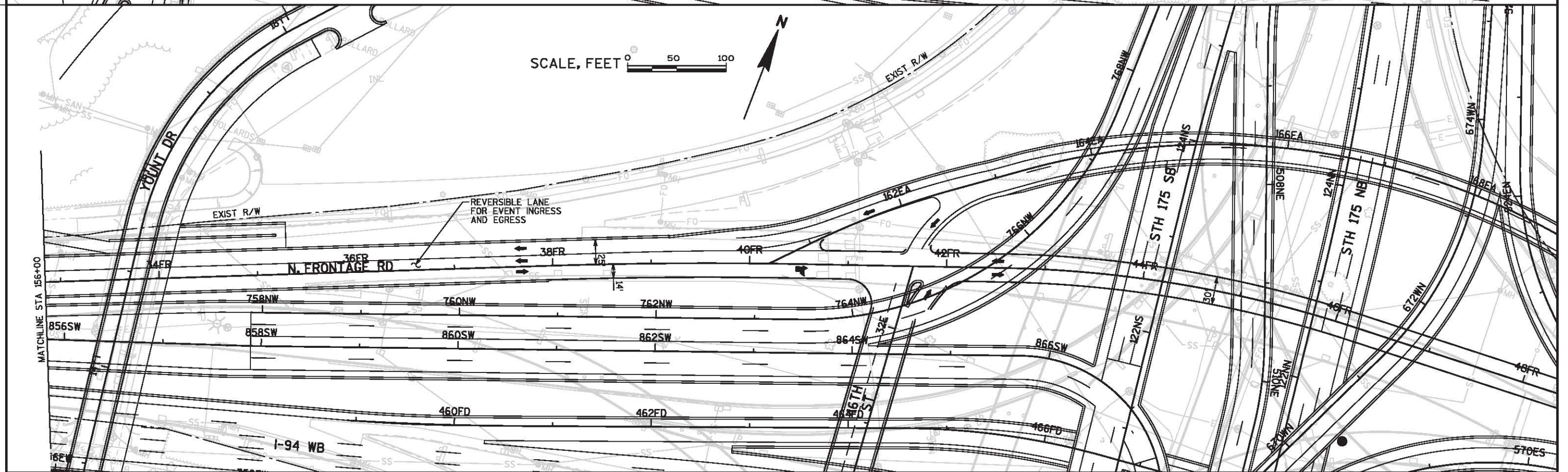
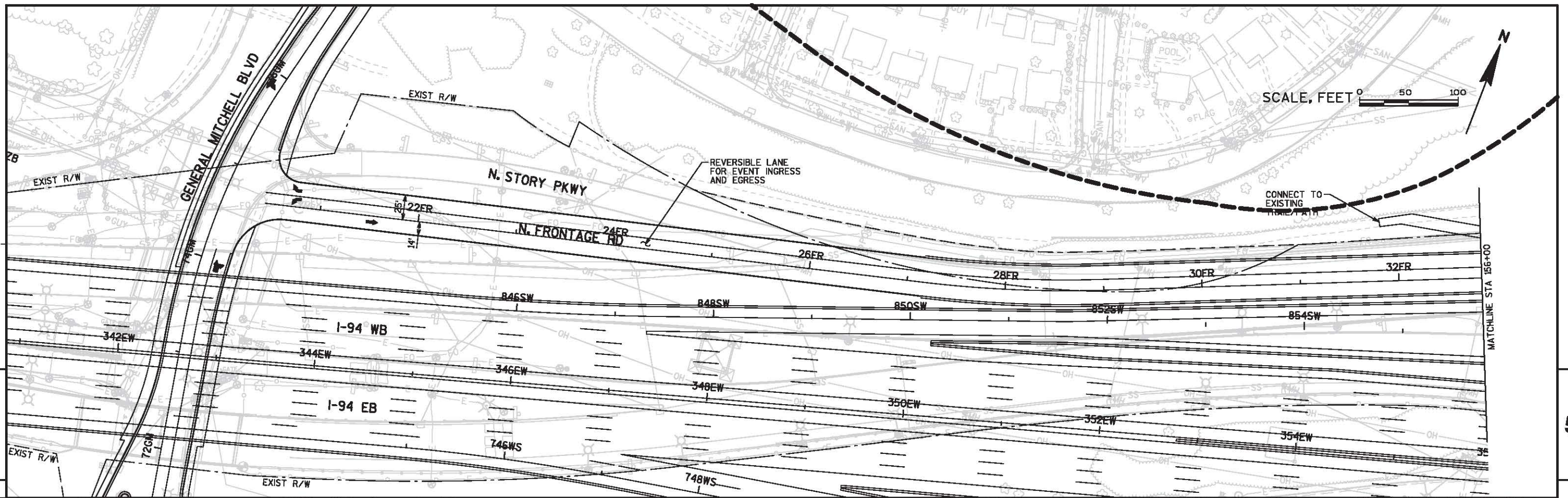


PROJECT NO:1060-27-02	HWY:I-94	COUNTY:MILWAUKEE	PLAN: 44TH ST AND 46TH ST	SHEET	E
-----------------------	----------	------------------	---------------------------	-------	---

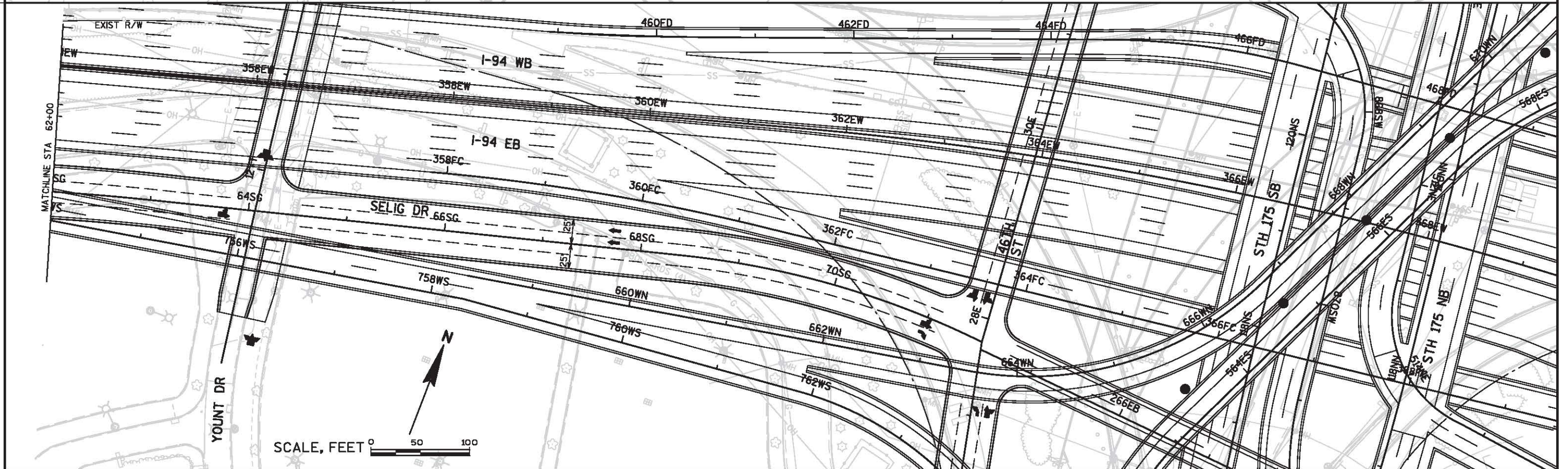
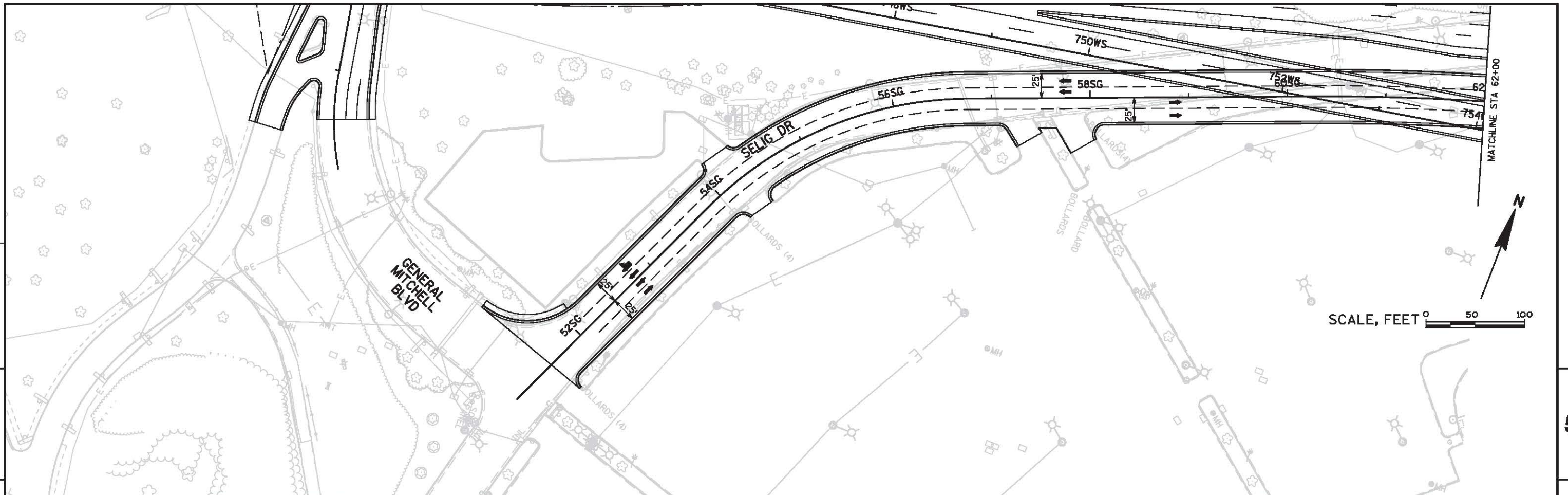








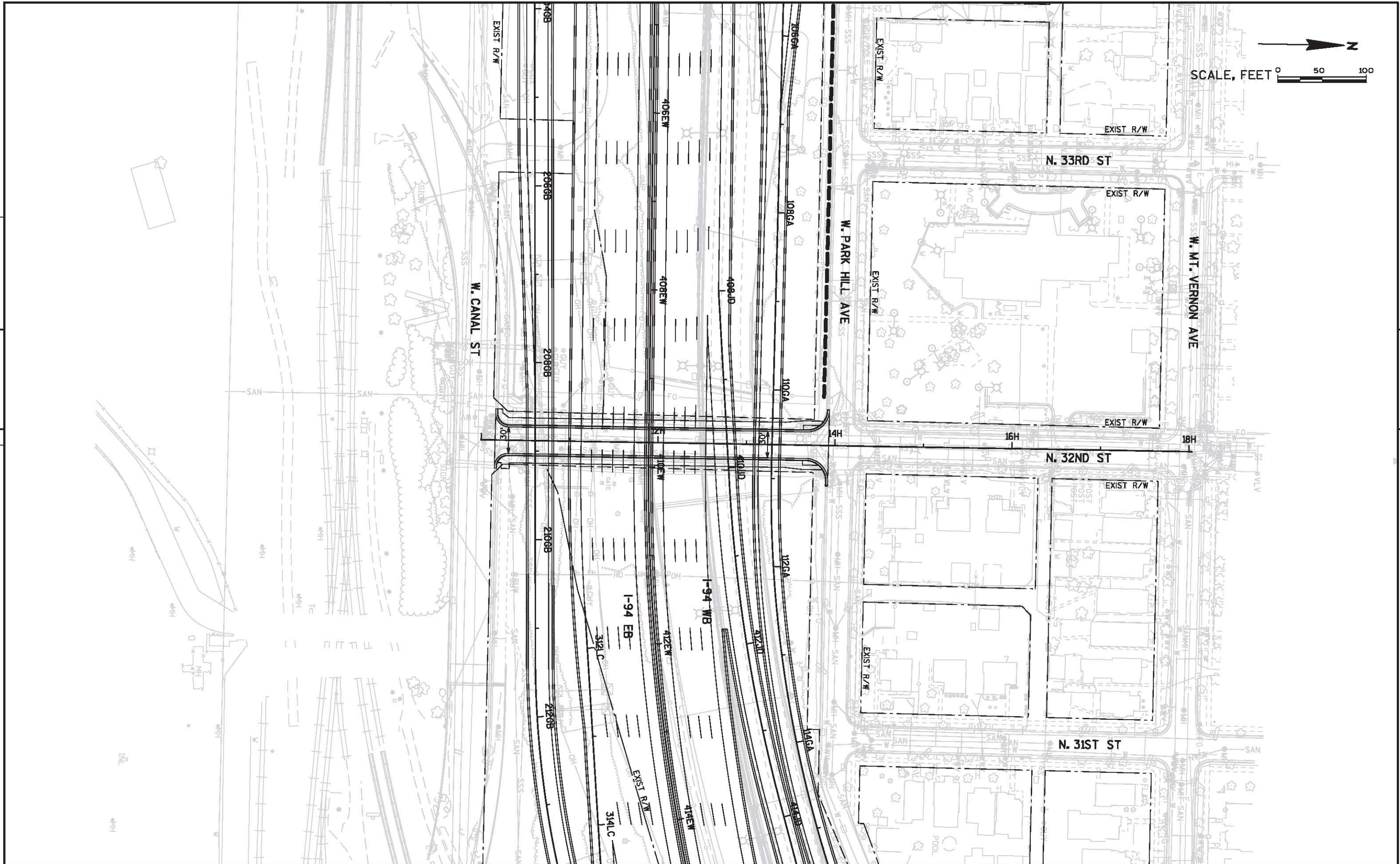












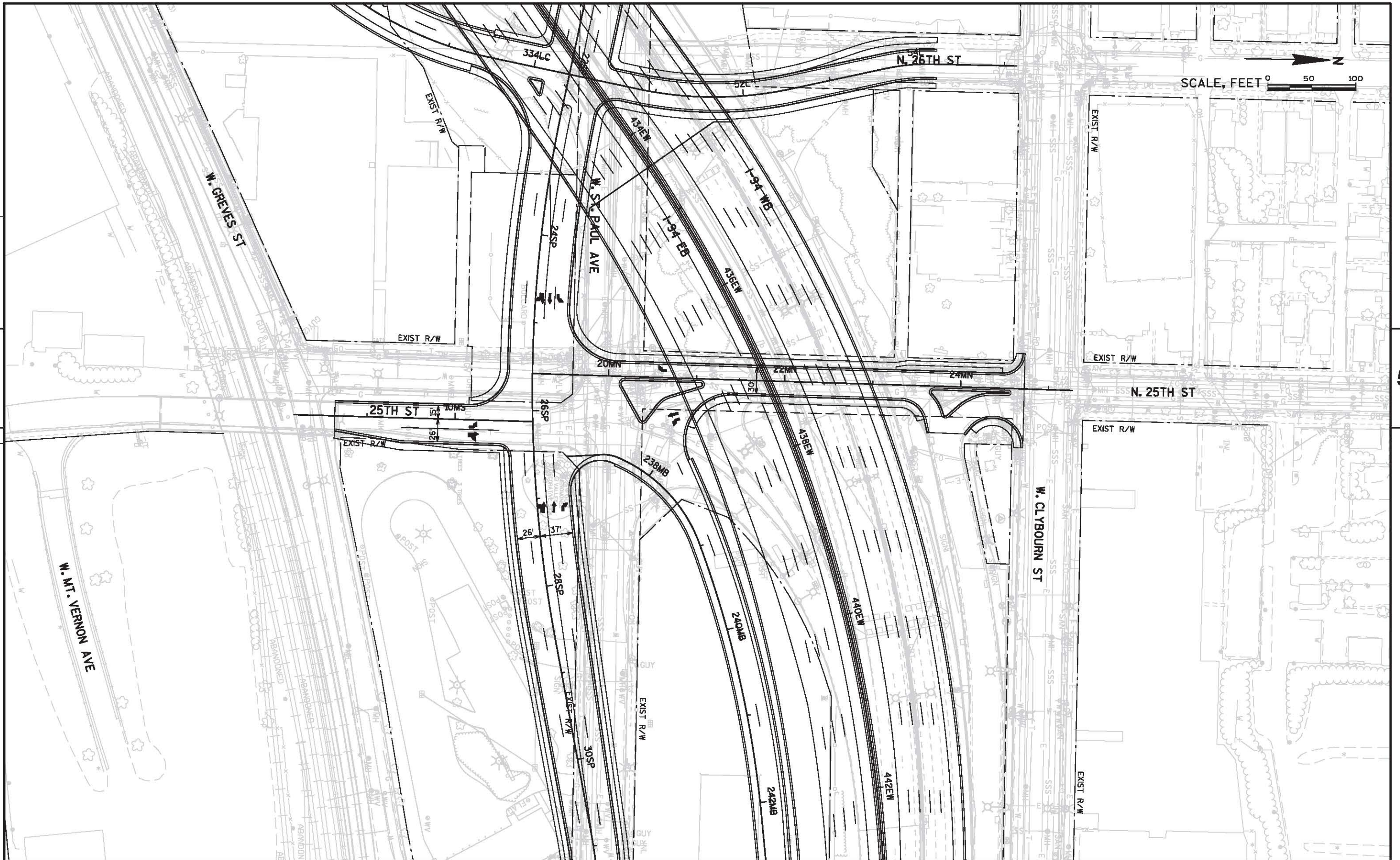
5

5







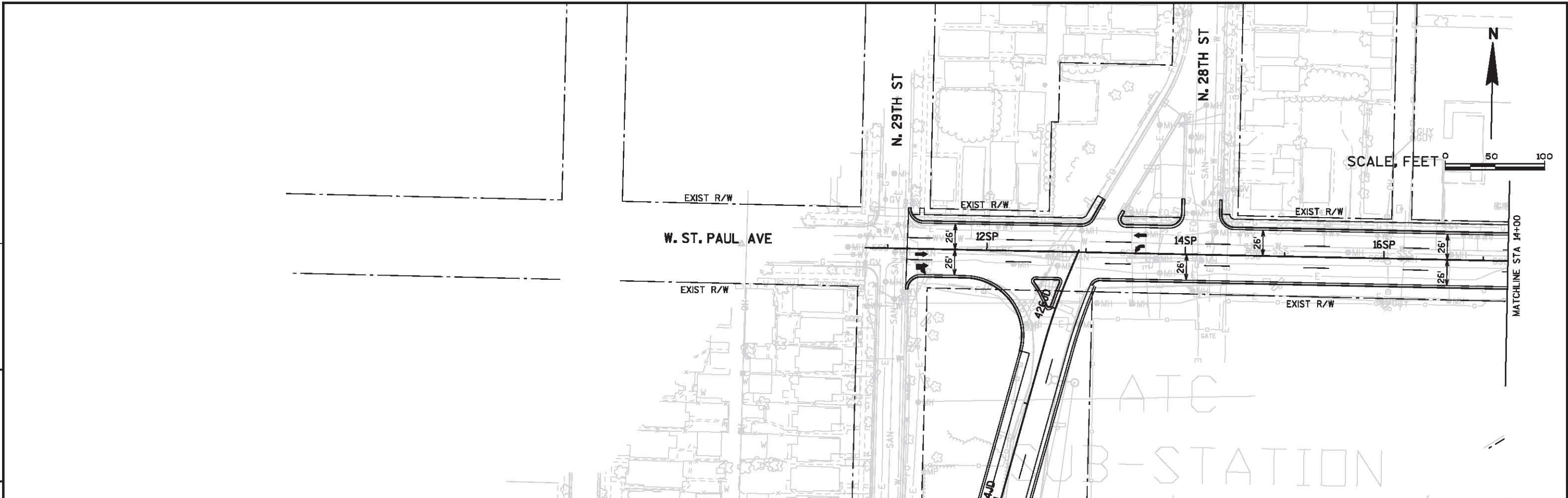


5

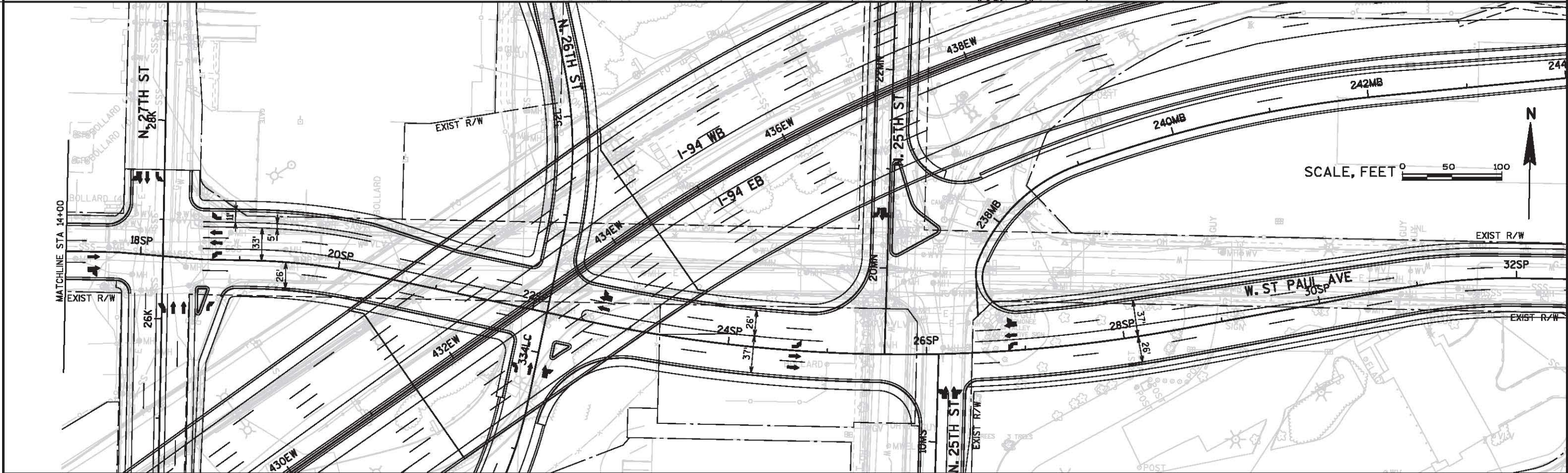
5



5



5







PROJECT NO:1060-27-02

HWY:I-94

COUNTY:MILWAUKEE

PLAN: W. NATIONAL AVE AND MILLER PARK WAY

SHEET

E

FILE NAME : 050416\_pp.dgn

PLOT DATE : 10-SEP-2015

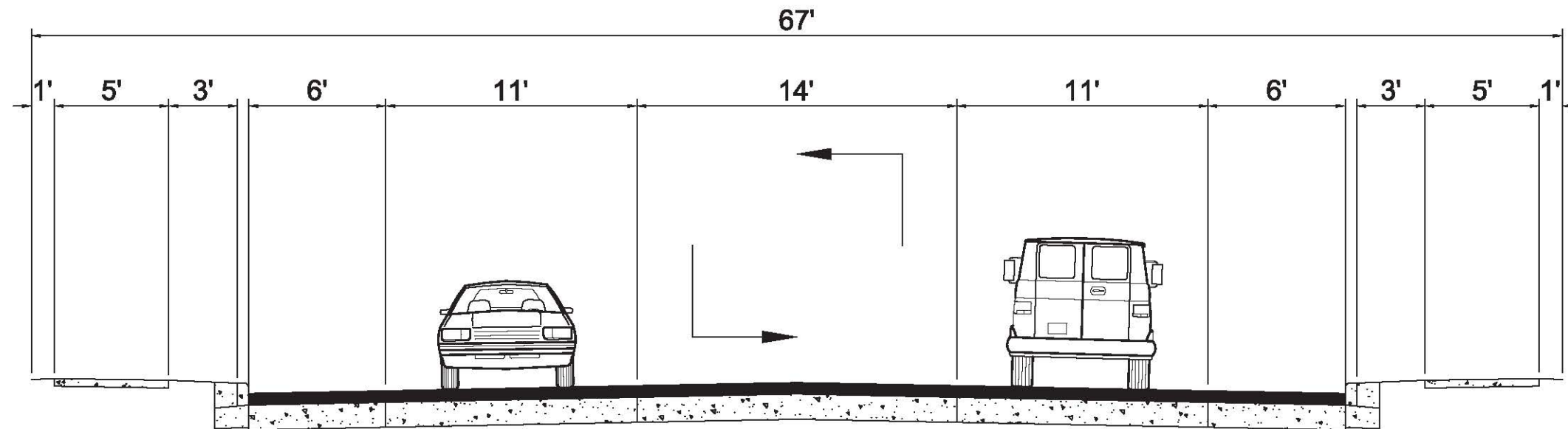
PLOT BY : p.wave

PLOT NAME :

PLOT SCALE : 100:1

WISDOT/CADD'S SHEET 44





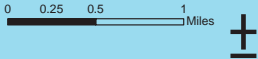
**TYPICAL PROPOSED SECTION  
WASHINGTON STREET - 3 LANES  
(2-WAY LEFT-TURN LANE)**



Milwaukee County Bicycle Accomodations

Legend

- Trail Connections
- Golf Course
- Concession
- Restroom
- Bicycle Shops
- Oak Leaf Trail**
  - Off Street Paved Trail
  - On Municipal Street
  - On Parkway Drive
- Other Bike / Pedestrian Trails**
  - Off Street Trail
  - Planned off Street Trail
- On Street Bikeways**
  - Bike Lane
  - Bike Route
  - Bicycle Boulevard (Street with traffic calming)
  - Preferred Streets
  - Bicycles Prohibited
  - Municipal Streets
  - Milwaukee County Parks & Parkways
  - Municipal City Parks and Recreational Areas



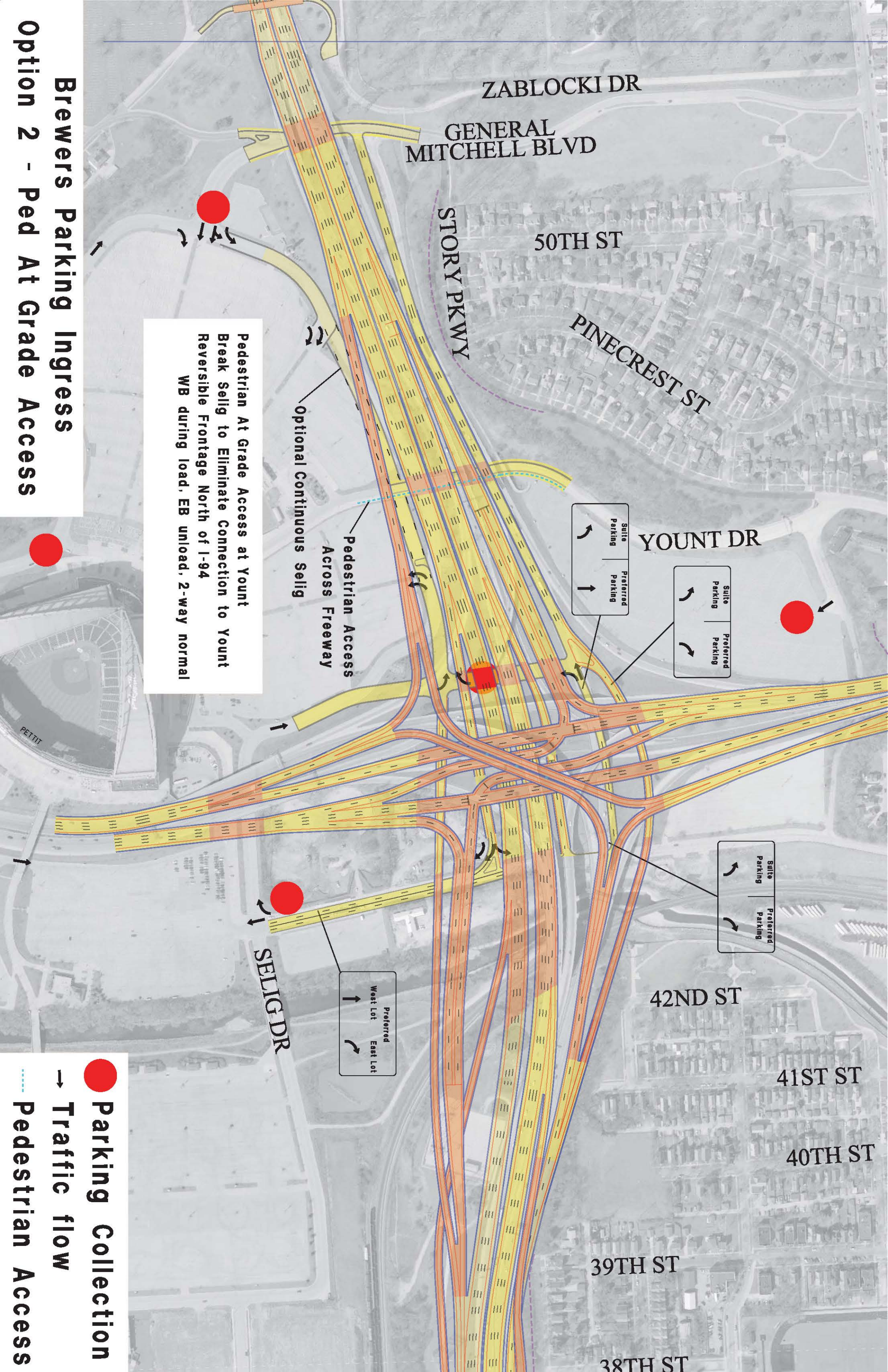
- A-1 Discounted Bicycles, 9929 W Lisbon Ave, Milwaukee, WI 53222 414.463.0633
- Alto Bike & Fitness, 9622 W National Ave, West Allis, WI 53227 414.327.1290
- Bent's Cycle & Fitness, 1018 W. Lincoln Ave, Milwaukee, WI 53215 414.364.2336
- Bent's Cycles, 311 W Silver Spring Dr., Milwaukee, WI 53217 414.962.0911
- Bikesmiths, 2865 N Murray Ave, Milwaukee, WI 53211 414.332.1330
- Cory The Bike Fixer, 2410 N Murray Ave, Milwaukee, WI 53211 414.967.9446
- Crank Daddy's, 2108 N Farwell Ave, Milwaukee, WI 53202 414.967.9446
- Emery's Cycles, 9929 W Lisbon Ave, Milwaukee, WI 53222 414.463.2453
- Hardcore BMX, 925 Milwaukee Ave, South Milwaukee, WI 53172 414.762.2699
- Johnson's Cycle & Fitness, 6916 W North Ave, Milwaukee, WI 53213 414.476.2541
- Milwaukee Bike & Skate Rental, McKenly Marina, Milwaukee, WI 53202 414.273.4234
- Patio Bike Shop, 9800 W Forest Home Ave, Hales Corners, WI 53130 414.352.3535
- Rainbow Jersey Bicycle Shop, 4604 North Wilson Drive, Milwaukee, WI 53211 414.961.1110
- South Shore Cycles, 4758 S Packard Ave, Cudahy, WI 53110 414.273.4266
- Warren Cycle Fitness, 1306 S 108th St, Milwaukee, WI 53214 414.545.0550
- Wheel & Sprocket, 6940 N Santa Monica Blvd, Fox Point, WI 53217 414.247.8100
- Wheel & Sprocket, 5722 S 108th St, Milwaukee, WI 53214 414.526.6600

This map is a work in progress and will be reprinted in about three years. If you have comments about the bike routes on this map or suggested alternative new routes contact The Bicycle Federation of Wisconsin or email jack@btw.org

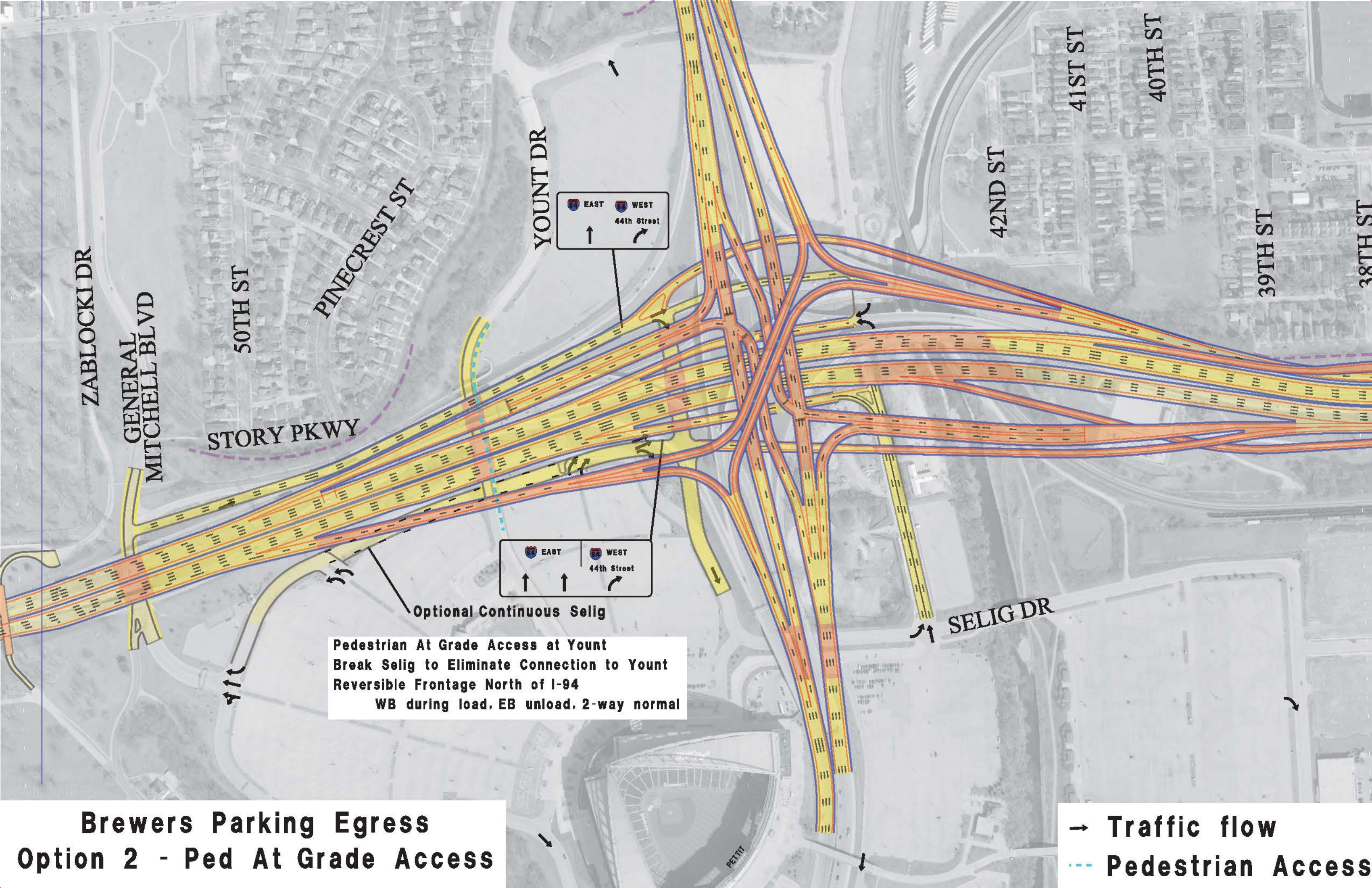
Produced by the Bicycle Federation of Wisconsin for the City and County of Milwaukee.  
Project Coordinated by David Schlabsowski, The Bicycle Federation of Wisconsin.  
Cartography by Jack E. Hirt, The Bicycle Federation of Wisconsin.  
Information graphics by Adam Setala.  
Funded by the City of Milwaukee and Milwaukee County Park System  
June, 2005

**Bicycles are legal and intended users of the road** and every person riding a bicycle upon a roadway or shoulder of a highway is granted all the rights and is subject to all the duties which this chapter grants or applies to the operator of a vehicle, except those provisions which by their express terms apply only to motor vehicles or which by their very nature would have no application to bicycles. —State statute 346.02(4)a









**Brewers Parking Egress  
Option 2 - Ped At Grade Access**